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中華民國二十九年三月十九日

SHANGHAI, SUNDAY, MARCH 31, 1918

大正四年三月十九日

10 CENTS

FRENCH RETREAT AT MONTDIDIER; GAIN ELSEWHERE

Advance Two Kilometers
On A Front of Twelve
Kilometers

STORM MONCHAL

Withdrawal At Montdidier
Admitted To Be Blow
To Allies

RAILWAY IS LOST

French Still Have Huge
Reserves To Throw
Into Battle

(Reuter's Agency War Service)

Paris, March 29.—An official communique reports:

Between the 22nd and the 26th our airmen, flying as low as 22 yards from the ground, dropped over 50,000 kilograms of bombs on convoys, marching columns and massed enemy troops, and also fired thousands of rounds. The enemy suffered terrible losses.

On the 26th sixty battleplanes and twenty bombing planes inflicted terrible losses on the enemy, routed masses of infantry, blew munition dumps and caused great fires. Our bombing planes co-operated in attacks on the railway stations between Metz Sablon and Thionville. Several fires and violent explosions were caused at Metz Sablon.

On the night of the 23rd the French air-squadron dropped 3½ tons of bombs on the Badische Anilin factory at Ludwigshafen, the principal poison-gas factory in Germany.

Forty-two enemy aeroplanes were brought down between the 22nd and the 26th.

French Carry Monchal

The official communique issued this afternoon reports:

The battle continued with violence yesterday evening and part of the night in the region of Montdidier. Despite repeated counter-attacks, the enemy was unable to drive us out of the villages we captured yesterday.

Our troops, continuing their successes, carried Monchal by storm.

Violent engagements occurred on the front of Plessis-Denois, all the enemy attacks against which failed before the indomitable resistance of our troops.

Prisoners state that the number of bodies found on this part of the battlefield and also in the region of Montdidier confirm that the enemy's losses have been extremely heavy while he has achieved no result.

North of Montdidier the Franco-British troops are victoriously holding the enemy on the line La Neuville-Sire-Bernard, Mezieres, Marcelcave and Hamel.

Our long-range guns caught and dispersed the enemy infantry columns and convoys on the Laon-La Fere Road.

There has been moderate artillery firing on the rest of the front.

Attack At Montdidier Continues

The official communique issued last evening reported:

The enemy is continuing to push with powerful forces in the region of Montdidier. He attempted this morning to extend his gains west and south of Montdidier but, with magnificent dash, our troops counter-attacked and ejected the enemy from Courtemanche, Meunil St. Georges and Assinville, which we carried and solidly hold. This advance exceeds two kilometers deep on a front of twelve kilometers.

On the front Lassigny, Noyon and south of the Oise, bitter fighting gave the enemy no advantage. Our troops are holding vigorously.

On the French side the enemy advance appears to have been stopped. The road to Paris through the valley of the Oise is barred. It is thought that the Germans cannot long bear the present rate at which they are sacrificing their men and, if they desire to continue their effort, they will soon find themselves with very diminished reserves in the presence of absolutely intact French armies.

The Germans had the initiative in the first great battle. The Allies will have it in the second with all the

(Continued on Page 18)

Japanese Assessor Bars Italian Lawyers From His Court As Shun Pao Reprisal

Follows Example Of American Assessor; Calls Ros Order Irregular And Unreasonable

Charging that Italian Assessor Ros committed a breach of faith when he brought a private letter, meant only for circulation among the Consular Body, into the Mixed Court proceedings last Monday in suspending Attorneys Rose, Fleming and Matsuo from practice, the Japanese Assessor, Mr. K. Hayashide, sprang a further sensation in the Shun Pao case yesterday.

Assessor Hayashide announced from the bench his opinion that the Italian Assessor's action was irregular and unreasonable. He ordered, therefore, that lawyers of Italian nationality be barred from practice in that court. This follows an American Assessor Perkins' similar order made last Thursday.

The order was read at the opening of the session yesterday. It follows: "It has been brought to my knowledge that an order was given by the Italian Assessor on Monday last suspending Mr. Matsuo, Japanese lawyer, from practice in the Court, under the allegation that the Japanese lawyer did not tender apologies to the Italian Assessor for a certain phrase appeared in a communication made to the Consul-General for Japan.

"Needless to dwell on the subject herewith whether the phrase in question constitutes a contempt of the Court or not. As a matter of fact, the Italian Assessor took his sole evidence for the above suspension from a private letter written by Messrs. Fleming, Rose and Matsuo addressed to the Japanese Consul-General. This letter was originally intended to be circulated among the members of the Consular Body, but it has not been done so, because it was arranged later that this would be kept in file by the Senior Consul. Presuming that this letter was circulated, none of the Consuls would dare make use of it or publish it, unless there was an explicit understanding or consent obtained in so doing, as the usage verifies it. About a week ago, the Japanese Consul-General had temporarily loaned a copy of this letter to the Italian Assessor in conformity with

the latter's request. Without any consent of the Japanese Consul-General, however, the Italian Assessor brought up the letter in question at the Court, and took such action as to suspend the Japanese lawyer from practice. This procedure is most assuredly irregular and unreasonable."

"I beg to declare, therefore, that so long as the said Japanese lawyer is barred from the Court, I can not permit the appearance before me of any attorney of the nationality of the Assessor concerned. A copy of this to be sent to the Italian Assessor."

"K. Hayashide (Sgd.)"

The letter referred to was a protest sent by the three suspended lawyers to the Japanese Consul-General following judgment of Tis. 300,000 given by Assessor Ros and the Magistrate against their clients in the Shun Pao case, which was instituted on an original claim of Tis. 9,900. The Italian Assessor called the attorneys into court Monday and read an excerpt from this protest, stating that he regarded it as contempt of court. After they had replied to the effect that the wording was usual in taking exception to judgment in equity cases, the Assessor stated that since they had not apologized, they would be suspended from practice in that court until further notice.

It is understood that Mr. Rose subsequently addressed a letter to the Italian Assessor and was reinstated to practice on grounds that a satisfactory explanation had been given.

On Thursday American Assessor Perkins took action to bar Italian lawyers from this court, stating that the Italian Assessor had not communicated with him regarding the suspension of the American lawyers and that in view of the apparent irregularity of the procedure he could not permit Italian attorneys to appear before him.

It is expected that there will be further fireworks in the case this week.

6,000 TEUTON PRISONERS IN CONTROL AT IRKUTSK

1,500 More Arrive, Believed
To Be Destined For
Vladivostok

(Reuter's Pacific Service)

Tokio, March 30.—A trainload of Austrian and German prisoners of war, believed to total 1,500, with twelve machine-guns, arrived at Irkutsk on the 27th. Their destination is believed to be Vladivostok or Manchuria. All these prisoners wear the Russian uniform and carry new arms. It is believed that others are following.

There are now 6,000 prisoners at Irkutsk. The military system there is now purely German and under a German Commandant.

A thousand cars have been collected at Irkutsk and a thousand more reserved at Krasnoyarsk.

HORDES OF WOUNDED GERMANS LEAVE FRONT

Amsterdam Report Confirms
The Records Of Huge Casualties
Inflicted By Allies

(Reuter's Agency War Service)

London, March 28.—The following remarkably confirms from enemy sources the British accounts of the huge casualties inflicted on the German forces:

A telegram from Amsterdam states that travelers from all parts of Germany relate that thousands and thousands of badly wounded men are arriving every day, totally occupying all previous experience. The casualties are being packed into every town and village with any accommodation. The recent closure of the frontier is believed to be due to the transportation of masses of wounded men.

Easter Services In The Churches

Holy Trinity Cathedral.—March 31.—Easter Day. 6.30, 7 and 8 a.m. Holy Communion. (And at Bubbling Well Chapel 8 a.m.) 11 a.m. Mattins. Harwood in A flat. "Anthem: Awake thou wintry earth." Bach. Hymns 134, 137, 127. Preacher: The Dean. Noon, Holy Communion. 3 p.m. Children's Festival. 6 p.m. Evensong. Stanford in B flat. Choral "O sons and daughters." Hymns 131, 134, 136.

St. Andrew's Church, Broadway.—7 a.m. Holy Communion. 10.30 a.m. Mattins and Holy Communion. Preacher: The Chaplain. 6 p.m. Evensong. Preacher: The Chaplain. Union Church.—Easter Sunday. March 31.—11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: Easter hymns; Chant 10; Anthem "Break forth into joy" (Barbry); Hymns 156, 151. 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: The future of humanity; Chant 87; Hymns 161, 688, 151, 687.

St. John's Pro-Cathedral, Jesuit.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

Shanghai Free Christian Church (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows:—Morning, at 11, by Rev. Milton T. Stauffer, M.A., B.D. Evening, at 6, by Rev. F. W. Baller.

St. Joseph's Church.—Easter Sunday. Masses at 6, 7, 8 and 10 a.m. At 10 a.m. High mass; no Sermon. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6 and 7.30 a.m.

American Song Service.—Mr. H. C. Herman, Y.M.C.A. Secretary from Madras, India, will address the American Song Service this afternoon at the Palace Hotel, at 4.30 o'clock. The musical program will consist of a male quartet, trio, duet and a solo.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday service 11 a.m. Subject: "Reality." Sunday School 10 a.m. Wednesday evening 6 p.m. Reading Room No. 21 Nanking Road, Room 71, open daily except Sunday, 10.30 to 12.30.

American Red Cross Nurses At Work In London Hospital



A group of American nurses and some of the convalescent British officers at the American Red Cross Hospital at St. Catherine's Lodge, Regent's Park, London. The splendid work of the American nurses in England and France has been greatly appreciated by both governments.

FIFTH MENINGITIS CASE FOUND HERE IN TWO DAYS

Outbreak Of Disease Puzzles
Doctors; 2 More Plague Suspects
Are Isolated

Another case of cerebro-spinal meningitis, making a total of five in two days, was reported by the local Health Department yesterday. The fifth case is that of the Chinese taken from an Avenue Road lodging house on Friday under suspicion of his being a plague victim. His disease was yesterday diagnosed as meningitis.

The health authorities are puzzled over the sudden outcropping of this ailment in the Settlement, since no one of the cases has any connection with any other and none of the persons affected comes from a district where meningitis has been in epidemic. The two Chinese cases recorded both came from the Avenue Road district but no closer connection between them could be found. The other three cases were of foreigners, one of whom has died. Inclination is held to the belief that the instances are sporadic, but the coincidence of five afflictions reported in two days is giving the officials some anxiety. Meningitis has been extremely rare in Shanghai even among the huge Chinese population.

Two suspected cases of plague were isolated by those in charge of the prevention work yesterday. No confirmation of the disease had been made up to last night, however, and Dr. Stanley is of opinion that these will turn out to be free of the germ, as in the case of the previous five examined. The Health Officer expressed himself as quite content with the local situation so far as plague is concerned. No adverse reports were heard during the day from Nanking.

Report From Nanking

Quarantine Bureau, Nanking, March 28, 1918.

Editor, THE CHINA PRESS
Dear Sir,—I am writing you in regard to the Pneumonic Plague of this city. The last death was that of Mrs. Pang on the 23rd inst. During the height of her illness, she was isolated from contacts and so far no new cases of plague have developed.

The University Hospital began its work yesterday and all schools of this city will again be on their regular schedules on the April 1st.

Sincerely Yours,
C. Y. CHU,
Assistant Commissioner of Quarantine Bureau.

British And French Plan Co-ordination

Influential Role To Be Assigned
General Foch, Says London
Chronicle

(Reuter's Agency War Service)

London, March 29.—The Daily Chronicle says that an announcement relative to British and French military co-ordination may be expected almost immediately and that an influential role may be assigned to General Foch in that connection.

Berlin Decided On War In July, 1914, Says Lichnowsky

German Answer To All Peace
Suggestions By British
Was Hostile

(Reuter's Agency War Service)

London, March 28.—Further excerpts from Count Lichnowsky's Memorandum afford additional and remarkable confirmation that Germany desired the war.

Count Lichnowsky describes "a decisive conversation at Potsdam" on July 5, 1914, in which all present agreed there would be no harm if war with Russia resulted.

He was instructed to induce the English press to be friendly if Austria gave Serbia her deathblow. Count Lichnowsky emphasized that it would be easy to find an acceptable solution in a couple of sittings but he was told by the Foreign Office in Berlin to work for the localisation of the war.

When Germany refused the final proposal made by Great Britain and Sir Edward Grey invited Germany to make a counter-proposal, "Berlin insisted upon war. I could get no other answer from Berlin."

The Memorandum describes Mr. Asquith and Sir Edward Grey as pacifists. When Mr. Asquith on August 2, 1914, saw that Germany intended war he went to see Count Lichnowsky. "Although quite calm, the tears ran down the Premier's face."

NEW RED CROSS CHAPTER IN PEKING AND TIENTSIN

Americans Form Branches Of
Society; Larger Activities
Planned For Shanghai

Chapters of the American Red Cross have been established in Peking and Tientsin by Mr. Julian Arnold, American Commercial Attache and Field Representative in China for the Red Cross society.

Large gatherings are reported as attending the meetings to found these new branches of the national organization and great enthusiasm was evidenced. Mr. Arnold, who returned to Shanghai yesterday after addressing the Conference of Western Returned Students at the capital, also made arrangements for the organization of a Red Cross chapter at Chefoo. Preparations are going on here for a large extension of the war relief work department of the local American Red Cross. The American Trading Company has offered the women workers the use of large godown space for new workrooms and also the use of ninety sewing machines for turning out hospital garments and the like. It is expected to engage at least fifty Chinese tailors to operate the machines and in view of the amount of work they will be able to finish a strong appeal is being made to the American women of Shanghai to volunteer for duty in preparing materials.

Additional quarters for preparing hospital supplies are also being fitted up on the third floor of the new Woman's Exchange building at F128 Bubbling Well Road and a score of women meet here for this service.

ALLIED LINE HOLDS ON WHOLE FRONT 55 MILES WIDE

German Gain At Montdidier
And Arras Serious But
Not Decisive

ONLY TEMPORARY

Territory Less Important As
Fighting Becomes
More Open

ATTACKS VIOLENT

Enemy Assaults From South
Of Somme To North
Of Arras

(Reuter's Agency War Service)

London, March 29, 7.30 a.m.—

"The line holds," is the essential fact of the situation, despite the considerable advance south made by the Germans, marked by the capture of Montdidier, and the extension of the attack in the direction of Arras.

The stroke at Montdidier, which probably aims at the separation of the Allied armies, is admittedly serious, because the Amiens-Paris Railway is endangered, but the general disposition of military experts is to reserve their judgment concerning the ultimate consequences pending the intervention of the Allied reserves. It is considered unlikely that these will be employed merely to prevent the enemy gaining ground, which has been going on at such terrific cost.

Welcome Open Fighting

The correspondents at the front emphasize that the British troops, as the result of fighting in the open, have wholly shaken off the cramped feeling due to trench warfare and are beginning to understand that the loss of villages and woods is not necessarily of vital consequence.

The situation, indeed, is described as not causing the slightest anxiety at Headquarters, where the gravest crisis is considered over. Fresh troops and artillery are coming up steadily and the army is growing in confidence as in its strength in troops.

Large parts of the Allied line have not moved their positions for days except to throw back the German masses. With the exception of Montdidier, the Germans have gained little and there is still no sign of an offensive in any other sector.

The battle is retaining its general character of a huge mass attack on a wide front. It is in the attempt to widen this area of advance that the enemy continues the desperate efforts on the north of the battlefield.

German Losses 50 Per Cent

His losses are not diminishing and correspondents now estimate these at fifty per cent. They mention the appearance of a Naval Division, which the Germans, up to the present, have only employed in extreme necessity.

It is significant that the German communique issued on Thursday evening contained an apologetic statement concerning the German losses, evidently intended to allay anxiety.

The German newspapers, giving prominence to accounts of the valor displayed by the British troops, warn their readers not to expect swift successes. They declare that hard and protracted fighting is necessary to overcome this very strong and very determined enemy.

General von Ludendorff is quoted as warning correspondents that the railways have been torn up and the horses exhausted but assuring them that every effort will be made to maintain the impetus of the attack.

Meanwhile opinion in Great Britain is hardening in favor of the most drastic steps to reinforce the armies as, though it is expected that America will now accelerate the despatch of troops, it is recognized that the main duty of filling the gap devolves on Great Britain.

Strong Attacks Gain Little

Field Marshal Sir Douglas Haig reports this afternoon: "Further strong attacks were made by the enemy yesterday afternoon and

Motono Quits Cabinet, Says New York Report

(Reuter's Agency War Service)

New York, March 29.—A telegram from Tokio states that Baron Motono, the Minister for Foreign Affairs, has resigned and Viscount Uchida, late Ambassador at Petrograd, has succeeded him.

Measures Are Urged To Increase Army

Would Raise Age Limit In
British Isles And Mobilise
Volunteers

(Reuter's Agency War Service)

London, March 28.—The Daily Express states that a powerful section of the Government is urgent for the introduction of a new Man-Power Bill when Parliament reassembles, including raising the age-limit to between 45 and 50, with application to Ireland, and the mobilisation of volunteers.

evening at several points northward of the Somme. We maintained our positions and also gained ground in places by successful counter-attacks. We captured prisoners and machine-guns. The enemy's casualties were exceedingly heavy.

His frequent attacks were pressed with great determination the whole day long but only gained our outpost lines after several hours' severe fighting hand-to-hand. His reserves were then sent forward against our battle positions but everywhere were thrown back with great loss. Our machine-guns, artillery and rifle-fire did great execution.

Southward of the Somme there was heavy continuous fighting until late in the evening. After maintaining our line the whole day long in the face of repeated assaults by superior forces we withdrew a short distance from our advanced positions.

Field Marshal Sir Douglas Haig reported last evening:

There has been heavy fighting during the day along the whole British line from south of the Somme to northwest of Arras, the battle-front extending to 55 miles.

This morning the enemy, after an intense bombardment and covered by a smoke-cloud, opened a fresh attack in great strength and on a wide front north and south of the Scarpe and simultaneously delivered a series of powerful attacks all along our line southward of the Somme.

Enemy Held At Arras

In the new sector of battle eastward of Arras, the enemy succeeded in forcing a way through our outpost line and there was hard fighting the whole day long in our battle positions. All the enemy assaults were repulsed with heavy losses. Fierce fighting is still proceeding.

Southward of the Scarpe we beat off repeated and determined assaults at Boyelles, Moyenneville, Ablainzeville, Bucquoy and Puisseux. The enemy succeeded in forcing his way into Dernancourt a second time. Our counter-attack drove him out, killing many and taking many prisoners.

We have been fiercely engaged the whole day long southward of the Somme in the neighborhood of Arras, Vrely and Hamel. Some localities have changed hands frequently in the bitter fighting, but our positions have been substantially maintained. Heavy fighting continues.

Aviation.—Large bodies of our aeroplanes yesterday again carried out low flying operations. Our aeroplanes dropped over thirty tons of bombs and fired 250,000 rounds from their machine-guns inflicting severe casualties and delaying the enemy bringing up troops and ammunition.

As the result of fighting in the air we brought down twenty-four German machines and drove down seven out of control and destroyed two balloons. Nineteen of our machines are missing; it is believed that some have landed within our lines. Anti-aircraft gunners accounted for the greater portion of our casualties. We continued during the night bombing Bapaume, Bray and Peronne with the utmost vigor. We dropped over 1,000 bombs and fired thousands of rounds at good targets on the ground, which were visible and easily visible in the moonlight. Our pilots saw bombs bursting in the middle of columns of troops, transport and encampments. Four of our machines are missing.

We dropped over a ton of bombs on Sablon station at Metz on the 27th. Good bursts were seen on the railway sidings. We made a successful raid on Luxembourg station today, dropping twenty-one heavy bombs, several of which burst upon their objectives. All our machines have returned.

German Official Report

A German official communique this evening reports:

The English again brought up fresh divisions from other fronts.

We drove back the enemy northward of Bapaume from his old crater positions in the direction of Bucquoy and Hebuterne.

The enemy fought fruitlessly and with special stubbornness for the reconquest of Albert. Strong attacks, accompanied with tanks, broke down with sanguinary losses on the slopes westward of Albert. Our divisions broke through at many points southward of the Somme, driving back the British and French into a region which has not been touched by the war since 1914.

The Crown Prince's victorious troops, in an uninterrupted attack, have penetrated 60 kilometers from St. Quentin across the River Somme. They pushed forward yesterday, reaching Pierrepont. We have captured Montdidier.

Our losses generally are within the normal limit, although they have been heavier at some vital points. It is estimated that 60 to 70 per cent of our casualties consist of slightly wounded.

The artillery battles increased in violence in Lorraine.

A German earlier official communique reported:

Our attack between the Somme and the Aisne captured villages which were toughly defended.

Kaiser Congratulates Krupp On New Gun

(Reuter's Agency War Service)
Amsterdam, March 28.—The Kaiser has telegraphed to Krupp congratulating them on the new gun with which the Germans are bombarding Paris.

Big Dinner Planned For Mr. Tang Shao-yi

Reuter's Pacific Service
Tel'g. March 29.—Twenty-one business companies here are combining to give a dinner to Mr. Tang Shao-yi on April 2.

Before his formal introduction on that occasion, Mr. Tang is declining private invitations and he is most carefully consulting his medical advisers before attending social functions.

WINTRY WEATHER ON BATTLE ZONE IN FRANCE

Elements May Aid In Stopping Rush Of German Forces

(Reuter's Agency War Service)
London, March 28.—Reuter's correspondent at British Headquarters, wiring this evening, reports:

Wintry weather has arrived, the break, the east wind and the sinking of the glass threatening snow.

Heavy fighting developed this morning, the Germans launching two attacks against Arras, one north and the other south of the Scarpe.

The former quickly died down. The latter assumed serious proportions. By eleven o'clock dense waves of German infantry, under cover of a tremendous bombardment, had made some advance. We exacted a terrible price as the Valley of the Scarpe from Blangy to Roeux affords a good field for firing for machine-guns, while the British batteries posted on the ridges northwards swept all the terrain.

Further south we have been attacking but details have not transpired. With respect to the enemy's claims to captured artillery, it transpires that the Germans have included in their figures all the light artillery mounted in the tanks which they have captured. It is worthy of note in this connection that a male tank carries two guns. Thus these claims may be heavily discounted.

Reuter's correspondent at British Headquarters, wiring earlier, reports:

During the past 24 hours the Germans have made only a comparatively trifling gain as the result of numerous massed attacks practically all along our front, while we may claim several distinct local successes either in completely repulsing the blows of the enemy or in wresting back gains by counter-attacks.

Although the German High Command continues to use up infantry with ruthless prodigality, I believe the general pressure for the moment is less determined. This may partly be attributed to the enemy waiting to bring up his heavy artillery, preparatory to another great effort, and partly to exhaustion. Needless to say we are taking every advantage of the relative lull.

An intelligent prisoner of a guards division states that the German offensive will continue to be pushed until stopped by our resistance. While this may sound a platitude it does suggest the expectation of being stopped.

Various enemy and neutral war-correspondents are dwelling on the

wonderful feats of "Sturm-Fahrzeuge," or storming cars, and "Sturm-Wagen," or tanks, but I can learn nothing of their appearance anywhere on our front.

Most, if not all, the hundred British tanks the enemy claims to have captured were systematically rendered worthless before they were abandoned.

Meanwhile the enemy continues to bring in troops from far and near to replenish his reserves and, along wide stretches, the German front is held by a mere screen of troops. Marshal von Hindenburg is making his great gamble upon the present battle-front, but the term should not be used disparagingly since all battles are gambles and all great leaders have been daring military gamblers.

The latest news is that there was heavy fighting during the night near Rossegrol-Wood and that at one period the Germans made some advance but were driven back with bombs and bayonets.

Fierce fighting has also taken place near Beaumont-Hamel and in the neighborhood of Salby and Korette.

There is some obscurity regarding what is happening in the great storm centers farther south but, as it is reported that the situation is well in hand, there is no cause for anxiety.

FRENCH RESERVES TO BE THE DECISIVE FACTOR

Promise Of Reinforcements From Paris Welcomed By British Military Experts

(Reuter's Agency War Service)

London, March 28.—The assurances from Paris of the imminent intervention of their reserves is very welcome, for military experts emphasize that the fate of the battle largely depends on their concentration. The critical test will come when either side attacks or counter-attacks from the present positions. In such an encounter the Allies will have the advantage of fresh troops.

The enemy has apparently paused on the northern front in order to reorganise his line and bring up his artillery while he is cautiously advancing in the old Somme battle-fields. Here his tired masses, without shelter in the moonlit wilderness, are pounded this whole night long by the British big guns and bombed by their aeroplanes.

The main attack of the enemy is now apparently pressing south of the Somme. Mr. Percival Phillips says that the enemy has brought ten divisions from Flanders, four from Lorraine and one from Lens, as if he intends making his principal attack against the British right flank instead of extending his activity north of the Scarpe. He is thus concentrating his strength in the area covered by the army commanded by the German Crown Prince.

GERMAN PAPERS ADMIT BRITISH TROOPS' VALOR

Every Trench Defended With Utmost Stubbornness, Say War Correspondents

(Reuter's Agency War Service)
Amsterdam, March 28.—The Nord-deutsche Zeitung, praising the valor of the British troops, says:

"They have truly not made German victory easy. Their batteries fired until the gunners were shot down while their infantry stood their ground firmly and fought hand-to-hand. Every redoubt and trench was defended with the utmost stubbornness, no opportunity to counter-attack was missed and even the cavalry resolutely charged the German storming battalions."

The Journal continues to explain why the German advance has been slow. It says that the German tactics consist of pushing on a series of wedges like chessmen. It is confident that this method will be successful.

The German war correspondents continue to pay tributes to the valor of the British troops.

The correspondent of the Vossische Zeitung, telegraphing on the 25th, says:

"They do not give a foot of ground without fighting, save where they are threatened with being cut off. It must also be admitted that the British and French, when counter-attacking, fight with extraordinary bravery."

Wed. Next At Half-Past Three; Girlies, Costumes, Likewise Tea

Behooving You To Now Arrange A Visit To The New Exchange

The following piquant, newsworthy rhyme invites you to a frabjous time:

On Wednesday the 3rd at half past three
Some American girlies are serving tea.

They plan to be dressed as Red Cross nurses
And serve you many delicious courses.

So come little folks of all the Allied nations
And make it the most joyful of joyful occasions.

Which the same is to transpire at the new American Women's Exchange, 1123 Bubbling Well Road. Those serving the tea will be the

Hongkong Takes Over Five Dutch Steamers

Reuter's Pacific Service
Hongkong, March 30.—The Government has taken over five Dutch steamers, aggregating 23,151 tons, in this port.

The Weather

Fine. The maximum temperature yesterday was 62.7 and the minimum 36.9, the figures for the corresponding day last year being 64.4 and 36.7.

THE LATEST PARISIAN MODELS OF FINE JEWELLERY AND THE FAMOUS TECLA PEARL NECKLACES WILL BE EXHIBITED TODAY IN THE ASTOR HOUSE HOTEL, SUITE A.

RINGS FROM \$ 70 SAUTOIRES FROM... \$ 60
PENDANTS FROM.... \$100 BROOCHES FROM.. \$100
CUFF LINKS FROM... \$ 50 SCARF PINS FROM. \$ 35
TECLA PEARL NECKLACES FROM..... \$ 75
ETC.

THE LARGEST SELECTION OF DIAMOND SOLITAIRE RINGS, EARRINGS, PENDANTS, ETC. GENUINE ORIENTAL PEARL NECKLACES, DIAMOND NECKLACES PLATINUM WATCHES

ALL OUR JEWELLERY IS MOUNTED IN PLATINUM WITH THE FINEST BRAZILIAN DIAMONDS

MORNINGS 10 TO 1
AFTERNOONS 2.30 TO 5.30.
AND BY SPECIAL APPOINTMENT

INSPECTION ALSO OF DEALERS INVITED

TECLA
THEODORE BALL

ASTOR HOUSE HOTEL
SUITE A.

PARIS
RUE DE LA PAIX

Read
what
great
men



Have
said
about
saving

"We have not studied economy as we should."

—Woodrow Wilson.

"If you would be sure that you are beginning right, begin to save."

—Theodore Roosevelt.

"Economy makes happy homes and sound nations. Instill it deep."

—George Washington.

"People are extravagant and wasteful. We are not saving up for the time of need."

—John D. Rockefeller.

"Teach economy. It begins with saving money."

—Abraham Lincoln.

"Save, young man, and become respectable and respected."

—Benjamin Franklin.

"The seed of success is not in you if you can't save money."

—James J. Hill.

"No boy can become great as a man who did not in his youth learn to save money."

—John Wanamaker.

"Thrift separates the temperate, well-behaved, respected and useful from the unsatisfactory members of society."

—Andrew Carnegie.

Open a savings account. Cultivate the good habit of saving. The earlier the start the better for you. Your spare dollars deposited here will earn 4% compounded semi-annually.

TODAY—NOW—BEGIN

Let us help You.

The American-Oriental Banking Corporation

15, NANKING ROAD, SHANGHAI.

LANE, CRAWFORD & CO., LTD.

Furnishing Dept.

Just Arrived

NEW HIGH CLASS CRETONNES

AND

SHADOW TISSUES

Exclusive Designs and Colourings

ALSO

Coloured Madras Muslins

In Various Shades

Art Linens, All Colours

TELEPHONE 960 CENTRAL

LANE, CRAWFORD & CO., LTD.

AN APPEAL TO AMERICAN WOMEN

The amazing extent of the work done and being done in connection with the world war by the American Red Cross Society is something which has been made familiar to the reading public by the organization's bulletins and reports.

In France alone the Society maintains between four and five thousand hospitals. Its refugee work, its labors toward the reclamation and rehabilitation of devastated areas through Northern France, Belgium and Rumania and its relief activities in Italy, Russia, Servia, Great Britain and the United States form a great page in the history of war relief work.

All this means the expenditure of millions of dollars—nearly \$78,000,000 had been appropriated by the National Society up to January of this year. But it also means a tremendous contribution of personal service. In America this service has been forthcoming in a manner to which the leaders of the Red Cross allude with pride.

The women in America who are not doing something in Red Cross work are few and far between. Throughout the land all classes and conditions have mobilized for active service in this great business of caring for the civilian and soldier sufferers of war and looking to the comfort and well-being of our Allied fighting men.

Shanghai now boasts a chapter of the American Red Cross Society. It has war relief work rooms, where hospital supplies and war time comforts are manufactured for shipping to the camps of Europe, and these work rooms, since their establishment a few months ago, have done most commendably. But, thus far, the extent of personal Red Cross service here has come to just about this—that a band of some 50 to 70 loyal American women have done just about all the Red Cross work along these lines that has been done in Shanghai. And this is not enough.

Those in charge of the work rooms at 18B Kiangsi Road hope to enlarge their field of endeavor. And this means that instead of the ten or twenty women who appear daily for duty a great many more must volunteer for the work of folding and cutting hospital supplies, knitting garments, etc. It is proposed to open shortly another and larger work room in a location already donated by a local American firm. It will have facilities for fifty Chinese tailors who will handle goods and garments which have been cut, folded and prepared by women volunteer workers. Ninety sewing machines for the tailors have been offered by the American Trading Co. and many women workers will be needed to keep these machines supplied.

The war relief work rooms are not the only field for war service open to local American women. There is also the American Woman's Exchange where a wide variety of articles are sold to aid the relief work fund, the cost of manufacture being paid to the donors of the articles.

The Exchange has lately opened a tea room the success of which will depend on the amount of volunteer service which the appeal of its founders brings forth. Women are needed to serve the teas, to provide the necessary cakes and pastries. It is pointed out that if every American woman in Shanghai able to do so would promise to serve or donate articles, it would be necessary to call on her just once.

A great deal of interest was displayed by the American community in the founding of the local Red Cross Chapter. It is to be hoped that the interest will carry on to make the chapter a success—the most successful chapter in the Far East.

There are more than 500 American women in Shanghai. If each of them will devote a certain amount of time each week, or day, to some branch of the Red Cross work the result will be astonishing. How many of the 500 are going to respond to the appeal?

SHANGHAI CHAPTER, AMERICAN RED CROSS

Contributions in money kindly send to Mr. B. C. Haile, Treasurer, care of the Pacific Mail Steamship Co., 1B Nanking Road.

(The Chapter Committee wish to express sincere thanks to Gaston, Williams & Wigmore for use of this their advertising space).

RISE IN ROUBLES' PRICE EXCITES SHANTUNG CITY

Speculation Is Heavy On Conclusion Of Peace With Russia

China Press Correspondence
Laichowfu, March 22.—The aftermath of the recent storm broke up a few days of warm weather we had been having. These days had been a promise of spring, and the farmers had begun work in the fields. There is a fair prospect for wheat, though the weather has been so dry that rain is needed for the best growth of the wheat.

A bit of excitement was felt on our street one day recently, when the word got abroad that Russia and Germany had signed a treaty of peace. According to the common Chinese ideal, there is nothing better for combatants or opponents to make peace. It sometimes little matters about the right or wrong involved. The Russian notes, on the strength of the peace report, suddenly rose in price, from something above ten coppers to thirty. Men stamped their feet, it is said, because they had not bought at bottom prices. They experienced the gambler's disappointment. Today the price is down again, owing to a telegram from the outside.

When the plague reached Tsinan, some apprehension was felt here; we are glad the plague came no nearer, for this county was seriously affected seven years ago. The vast throngs of coolies who usually go out from these regions, for Manchuria and Siberia have been sorely puzzled because steamers will not carry them north from Lungkou and Chefoo. Such news goes with unusual rapidity along the roads. Many inquiries have been made as to the cause, and now it is generally known that it is to prevent the plague from spreading. We hear that on this account there are many thousands gathered in Chefoo and that the congestion is great.

TURKISH TROOPS NEAR HIT ARE BADLY BEATEN

Mesopotamia Campaign Reports
Tell Of British Victories
All Along Line

(Reuter's Agency War Service)
London, March 28.—An official despatch from Mesopotamia reports: On the 26th we carried out a highly successful operation in the Valley of the Euphrates northward of Hit, which led to the capture or destruction of virtually the entire Turkish forces in that area.

Early on the morning of the 26th we attacked the Turkish positions about Khandagh Dadih, 22 miles northward of Hit. Our cavalry made a wide movement around the Turkish right wing and established itself astride the Aleppo Road in the enemy's rear.

By nightfall the main Turkish positions had been carried by assault. The main body of the enemy, attempting to break away northward, was intercepted by our cavalry and repulsed with heavy losses.

So far, it is reported that 3,000 prisoners have been taken, including the divisional commander, 200 other Turkish officers, a German officer and a few German non-commissioned officers, besides ten guns, 2,000 rifles, many machineguns and 600 animals. The remaining fugitives are being pursued beyond Haditha, 45 miles northward of Hit.

Our casualties were very slight.

UKRAINE PEASANTS FIGHT EXPORTATION OF GRAIN

Resist Attempts To Send Food
To Austria With
Guns

(Reuter's Agency War Service)
Amsterdam, March 28.—The Vossische Zeitung states that anarchy in the Ukraine has reached its highest point, and the peasants in some districts are resisting the export of corn to Austria with hand-grenades and machine-guns.

A telegram from Vienna denies that the Bolsheviks have recaptured Odessa.

Petrograd, March 28.—The Allied Embassies have returned to Russia from Finland.

They have issued a statement affirming that it is necessary for the Allies to defend their interests, which are seriously compromised by the separate peace concluded between Russia and the Central Powers, and they announce that they are taking up their residence of Volodra because there is no central authority in Petrograd and for other reasons.

News Brevities

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Messrs. C. K. M. Jamieson, (Tongshan) Serebiannikoff, W. A. Sturberg, Jack, J. Disselduff, McGavin, W. McIntosh, Messrs. The Asiatic Petroleum Co. (per K. Begdon), Barlow and Co., British Postal Agent, Tientsin, and Messrs. E. Hunt, H. H. Fox, F. L. Marshall, M. Thonburn, H. Moller, T. Pickard, F. J. Norbury, R. B. Symington, and A. H. Campbell.

Mr. Harold C. Norman, of THE CHINA PRESS, accompanied by Mrs. Norman, left for England yesterday on the Empress of Japan. Mr. and Mrs. Skinner Turner were passengers on the same ship.

Clemenceau Returns From Visit To Front

Finds Enemy's Efforts Are
Slackening, He Tells War
Committees

(Reuter's Agency War Service)
Paris, March 28.—M. Clemenceau, returning from the front, where he spent the day with the President of the Republic, informed the Ministers, of the military situation at a meeting held yesterday morning presided over by President Poincare. The Premier's impression was satisfactory. He stated that since Tuesday night the enemy's effort has been slackening. Afterwards the Premier explained before the Committee of the Army and the Committee of Foreign Affairs that he had been in touch with the French and British command since the first day of the battle. He informed the Committees of the measures taken, in agreement with the British Commander-in-Chief and General Petain, for ensuring effective unity of action in the direction of the operations.

M. Clemenceau also stated that the time for action by the Allies' reserves was drawing near and he may entertain the hope that the Allies will wrest from the enemy the benefit of the gains he has obtained only at the cost of a tremendous loss of human life, while, on our side, people will be astonished, said M. Clemenceau, when they know the small number of divisions engaged and also the slight losses the Allies have sustained. No gun and no machine-gun has been lost. The Government, he continued, will control the direction of operations minutely and strictly, M. Loucheur, Minister of Armament, being actually near the High Command for that purpose.

M. Clemenceau said that the situation seems hopeful, though serious. The result anticipated by the enemy has not been obtained, his attempt to separate the French forces from the British having failed. The slight gap made south of St. Quentin by the surprise attack on the 5th British Army was soon filled up.

It is obvious that the race towards Amiens and the sea has considerably slackened and even on many points the rush of the Germans has been checked. At the same time their width of action has been reduced by about one-third as their first attack between Croisilles and Lafere, which developed on a front of no less than 85 kilometers, is today concentrated between Albert and Lassigny.

It seems that the Germans have weakened and their drive still subsists only on account of the fresh reserves they are constantly throwing into the battle, which thus diminishes the possibility of the enemy engaging in further operations.

On the contrary the Allies have kept all their reserves at their disposal to be used when the time comes. To sum up the situation, the general impression is that the enemy has given the maximum of his gigantic effort. As on the Marne and at Verdun, our troops simply sustained the shock without breaking. Our counter-attack will come at the proper time.

Paris, March 29.—The Premier, M. Clemenceau, has telegraphed to Mr. Lloyd George: "France never more admired British valor and never had greater confidence in British leaders. We are quiet, strong and certain of the future."

FRENCH AND BELGIAN LADIES TO GIVE FETE

Two-Day Festival Planned For
May Third And Fourth At
French Park

The ladies of the French and Belgian War Relief Committees are planning an elaborate Fete to be held in the French Park for two days, May 3 and 4.

The Fete will be a combination of a Bazaar, tea dansant and Cabaret Supper. Excellent music and a good floor will be provided for the dancing, while also extensive arrangements for dinner parties are being made.

The Cabaret Show will consist of various numbers by some of Shanghai's best talent, the program to be announced later. At three o'clock of each day, the benevolence sale will commence, while at five there will be the tea dansant. The cabaret and supper will commence at nine.

On the afternoon of Saturday, the fourth, at four o'clock there will be a floral parade, consisting of decorated carriages and autos. Prizes will be given for the best decorated auto and carriage and the competition will be open to all.

Announcements will be made in a few days of the general details so as to enable all to make their reservations and plans in order to help the ladies who are devoting their time and energy to make the Fete a large success.

SOUTHERN FORCES KEEP CHENG TU PEACEFUL

Good Order Maintained But
Population Is Fearful And
No Business Is Done

China Press Correspondence
Chengtu, Szechuen, March 7.—Since the entry of the Southern forces into Chengtu the city, despite the agitation of the inhabitants, has been remarkably peaceful. Good order has been maintained. After the soldiers got all the beds and bedding they required, they did no more commandeering. Armed patrols keep order at nights. There is no outward change save that the large shops remain shut.

Herein comes out the city's regard, or lack of regard, for the South. The merchants don't trust the new regime. They are afraid. Consequently business is at standstill.

The military commanders have themselves partly to blame. They have quartered their men in schools and business places and generally domineered all round. Requests to move their men to the usual camping places have been ignored. No wonder, if with all their pretence of maintaining law and order, that many doubt their sincerity.

General Liu Tsun-hou is still at Mienchow or nearby. He issues orders as before under the Governor's name and seal. Lots of rumors are going around as to his intentions but the plain truth is that he is waiting instructions from Peking.

The acting Civil Governor here circulated a statement some days ago that they had evidence that General Liu's offer of peace and expression of sympathy with the South was a mere pretence; he was only waiting the arrival of more ammunition and the Northern soldiers to continue the conflict.

This is no doubt true but only partly so. Liu Tsun-hou has gone too far to join the South. He can never countenance now the presence of Yun-nan or Kweichow soldiers in the province. And here he has the backing of the vast majority of the Szechuenese. The officers of the Szechuen soldiers who have joined the South and are here, though they are allied to the Kweichow men yet have little liking for them. They are ashamed of their company and especially so when the citizens look askance at them. There is no denying this.

The better Chinese say that the state of Szechuen at present is like that of a house where brothers are quarrelling and wolves have seized the occasion to come in and plunder. Your correspondent had a letter today from a native friend who put it this way. He said the fault also lay at Peking where so many were striving for power. If the Central Government were to set its own house in order, things would soon right themselves here. Let the President and his friends take note for it must be hard for people to be loyal to the members of a government if they are not above the weaknesses they are condemning in others.

Mrs. Eddy Expected To Address Club

Wife Of Y.M.C.A. Worker May
Address American Women
At Carlton Tuesday

The American Woman's Club will meet at the Carlton Tuesday afternoon when it is hoped that Mrs. G. Sherwood Eddy will be present to address the meeting.

Mrs. Eddy, who is the wife of the well known Y.M.C.A. war worker and has herself seen service in the Association camps at the front, is now in Foochow and it is not known whether she will arrive in Shanghai by Tuesday, though she is expected then. Members of the Club are therefore requested not to invite guests for the program until more definite word is given.

In the event that the expected guest cannot be present another program will be arranged. A later announcement will be made Tuesday morning.

British Converge On City Of Amman

(Reuter's Agency War Service)
London, March 28.—An official despatch from Palestine reports: Our forces eastward of Jordan were converging yesterday afternoon on Amman. Our mounted men are within a mile of the town. We have taken 200 prisoners.

Our aeroplanes heavily bombed the traffic in the Hedjaz.

SENATOR NEW IN FLIGHT

Loops The Loop Over The Capital
With Col. Lee, British Aviator
Washington, February 23.—Senator Harry New of Indiana went up in an aeroplane over Washington today with Colonel Charles Lee of the British Royal Flying Corps, who for several days has been amazing Washington by his daring feats.

Senator New is the first member of the Upper House to sail with Colonel Lee. Representative Overmeyer of Ohio went up with the daring Britisher several days ago.

Today Colonel Lee took up, separately, Thomas D. Schall, a Representative from Minnesota, probably the first blind man in America to make a trip in a military aeroplane; William Denman of San Francisco, former Chairman of the Shipping Board, and Senator New.

This Cocoa has the favourable characteristics which have made Peter's Milk Chocolate famous.

**PETER'S
BREAKFAST
COCOA**

SOLD AT ALL STORES

in
either $\frac{1}{2}$ lb or $\frac{1}{4}$ lb
tins; (the $\frac{1}{4}$ lb tin is a
useful size to make a
trial for comparison
with any other Cocoa.)

A teaspoonful of PETER'S COCOA mixed in a cup with a teaspoonful of MILKMAID SWEETENED MILK, and then filled up slowly with boiling water, is as nice as cocoa made with all milk and is not so troublesome to prepare, only boiling water being necessary; neither, additional sugar nor milk are required.

After a period of some hours enforced abstinence when substantial refreshment is not available, the Recipe above mentioned is specially recommended as an easily made and easily digested satisfying nutrient.

Men's Outfitting Department

**'K'
BOOTS**

Four cases just to hand. Limited
supply of the following popular makes

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The most popular of all

WEEKS & Co., Ltd.

**SHANGHAI &
HANKOW**

A FAMILY SAVINGS ACCOUNT

I.S.S. PREMIUM BONDS

Offer every MAN, WOMAN and CHILD an opportunity of possessing a "SAVINGS ACCOUNT" in which your capital is "GUARANTEED SAFE" and the possibilities of large profits are exceptional

HERE'S A LITTLE FOOD FOR THOUGHT

For Mother :

Well Mother, how was your luck at bridge LAST month? I hope it was better than the month before. Instead of giving all of your pin money away why dont you save just a little of it? For Twelve Dollars a month you can start a savings account and not only will you be saving your money but on the fifteenth of each month you will get more thrills than a hundred aces ever gave you. There are several large returns of \$2000.00, \$1000.00, etc., etc., that are each month returned to bondholders and if your bond were to receive one of them it would give you a trip to the States and back. If you would like to know more about this way of saving, just drop a line or Phone 3929 and we will send full particulars.

For Father :

Hello Dad;—I'll bet that you didn't show your wife your bar chits last month. They say that you wore out a couple lead pencils at one place. No one is making any kick about it Dad, but have you ever stopped to think that if you weren't quiet so thirsty, that for one quarter of what you spend each month for your "Personal Lubrication", each of the two kiddies could have a savings account that would practically guarantee them a college education and any returns that they might receive from the monthly drawings would help to give them a start in life. Just think it over a bit, Dad, you will be thankful some day for the suggestion.

For Son :

Mr. A. Good Fellow; That seems to be a good job you've got. Say, it must be great to be single. You can spend all of your money and at the end of the month you have no one to hold a post-mortem over your chits. But, son, that post-mortem will come some day. We all shout ahead of time how we shall run our house. You may make it stick for lodge nights and a night at the club once in awhile but you can't put it over about the chits. A man's fidelity is in his chits. That's what his wife thinks. Why not prepare for these things? Get the habit of a regular way of saving. Cut down on the chits and it will not take long for you to have enough saved to furnish a little house and start life right. One of the best means of saving is I.S.S. Premium Bonds for they not only help you to save your money but they offer you exceptional opportunities of being returned a large sum of money in the way of profits.

On April 15th, \$14,500.00, will be returned and 10 per cent of the Total Bond holders will receive returns from \$2,000.00 to \$12.00 each.

EXAMPLE.

BOND No. 981 was issued on the 20th July, 1914 and since this date has drawn

On the	15. 1.1915	-	-	\$	12.00
"	15. 9.1915	-	-		150.00
"	15.10.1915	-	-		1,525.00
"	15.11.1916	-	-		2,000.00

Total \$3,687.00

The Bond was then cancelled as more than its full value (\$2,000) has been redeemed and the holder received further the 2 years Surrender Value to his credit.

For full particulars, please apply

INTERNATIONAL SAVINGS SOCIETY

5 AVENUE EDWARD VII

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The entire Deposits of the International Savings Society are invested in the following

HIGH-GRADE SECURITIES

Shanghai Municipal Council Debentures	Shanghai & Hongkew Wharf Debentures	Hall & Holtz, Ltd. Debentures
French Municipal Council Debentures	Shanghai Waterworks Debentures	Weeks & Co., Ltd. Cercle Sportif
Shanghai Land Investment Debentures	Shanghai Race Club Debentures	Francaise, Debentures
Anglo-French Land Co., Debentures		
Certified by: C. BUY, Censor. B. FANO, Chairman of Directors. SETH, SETH & CO., Auditors.		

JAPANESE RESTRICTING DRUG IMPORTATIONS

More Strict In Keeping Opium
And Morphine Out Of
Manchuria

China Press Correspondence
Lanchowfu, March 28.—On this northern border of Shantung, we rejoice to hear that the Japanese are becoming more strict about opium and morphine in Manchuria. When the anti-opium edicts went into partial force round about here, it went hard with old hands, and recourse was had to substitutes for the pipe. Medicine sellers, found on every market, made much money from using needles and injecting morphine into the systems of the besotted sufferers. There is, of course, no law governing these medicine sellers, so the morphine trade flourished. Knowing it to be against the law, I inquired where all this stock of morphine was coming from, and found that our country here was being flooded with this cursed drug from Manchuria. It reached here from Lung'ou, where it had come from ports controlled by the Japanese further north. It was, it is said, put up in tins, each worth several hundred dollars, and was smuggled through into Shantung.

A Chinese trick in the smuggling line was pulled off this past new year. A man not far from here brought home from north of the sea a good-sized package of *hai tai*, edible seaweed. On approaching any place of inspection he spread out his baggage to the free handling of the inspectors, and carefully placed to one side, in open view, this apparently worthless seaweed bundle. The Chinese are liberal in allowing for the tastes of their fellow countrymen, and in this case it occasioned no surprise that one should be carrying some good seaweed, apparently a cheap article, home to eat. At any rate, he brought the bundle home, and those who knew say that when it was opened up in the privacy of his home village, it at once became the source of an increasing income. The seaweed, so reports go, is not being cooked in any new or appetizing way; the income seems to come from something valuable which in a good quantity had been hidden all the while within. It did not take the work long to reach the old smokers.

HOSTILITY TO OFFICIALS SHOWN BY CHINESE

China Press Correspondence
Lanchowfu, March 28.—A young Chinese doctor with some foreign training is established near here, at Shaho. In his practice recently he had an experience which illustrates more than one phase of Chinese character. Some one in the family of a Chinese collector of salt revenues had fallen sick, and this official sent a mounted soldier with a horse to call this physician. Having other business, the soldier asked the doctor to ride ahead to a certain village about fifteen li away. As the young man drew near to what he thought should be the place he began to make inquiries. The neighbors knew very well where the revenue man was stationed, but their antipathy to officials of all kinds who extract money from their wallets proved in several cases greater than their politeness. He was directed to this village, then that, and in contrary directions—somewhat to his surprise, and later to his disgust.

When he finally found the right man, he was very cordially treated, recognized as a Christian and honored for his skill. On leaving the collector prepared an honorary escort of six horsemen. "Why is this?" "Oh, I must send you back with the honor becoming to you." No amount of begging would avail, so after thanking the man he hated by his neighbors (without much cause), and taking leave, he went out some distance. Then he persuaded five of the men to return to their master, saying that it might work some injury to his practice, if he should be seen with so large an escort.

Heavy Rain Helps Crops In Shantung

China Press Correspondence
Pingtu, Shantung, March 25.—Everybody is wearing broad smiles today and worried looks have disappeared. And all because a bountiful rain fell in this vicinity Saturday night and Sunday. Everybody says it is sufficient even though it is the first real wetting the ground has received since last fall. We now have prospects for a good wheat crop and much suffering will be saved this vicinity. It is hoped that the bright prospects for a wheat crop will stabilize the price of food stuffs here, which have been soaring like albatross lately. It has been almost impossible to contract for grain for the schools a week ahead of time, because of the rapid fluctuations in prices.

It has been a hard year on the people of this section, but the two schools are in a flourishing condition this year. With a good wheat crop in view, the people are in better shape than they have been for the past two or three years.

Women Of France Help Their Gallant Soldiers



The women of France are doing valiant work in the military saw-mills behind the lines. For every woman engaged in this work a soldier is released for active duty in the trenches. The photo shows some of the women mill workers loading a car, which is but one of their arduous tasks.

AMERICA TO REPAIR RAILROADS IN SPAIN

Materials Offered To Enable
Neutral To Send Supplies
To Gen. Pershing

Washington, Feb. 27.—Rehabilitation of the Spanish railroad system is planned by the United States to make possible the shipment of large quantities of supplies from Spain to General Pershing's forces in France. An offer of American railway materials has been made as a part of negotiations the United States is conducting to induce Spain to lift her embargo against the shipment of goods into France, placed, according to the Spanish Government, because of the broken-down condition of her roads.

While a final agreement has not been signed a conclusion of the negotiations, it was said today, was near and Spain again has been notified that all Spanish ships held in American ports are free to sail as soon as they discharge the parts of their

cargoes for which licenses have been denied or revoked. It was reiterated that there was no disposition to hold Spanish ships to exert pressure on the negotiations. There are now in American ports some six Spanish steamers and half as many sailing ships.

The American Government, it was learned today, in its latest proposal to Spain has asked for the use of considerable Spanish tonnage on terms similar to those on which it obtained ships owned by the northern European neutrals. This tonnage would be paid for at a high rate and for the most part would be used by the United States in the non-hazardous trades.

The War Trade Board's plan for reducing imports calls for a considerable cut in the importation of Spanish products. As the American Government's own needs and those of its associates in the war will absorb most of the export commodities produced in the United States, exports to Spain also will be limited. This, in the view of officials, should release a number of Spanish ships now plying between the United States and Spain, which the American Government could charter.

The Spanish railroads have been in poor condition for a long time. Cut off to a large extent from materials to

make repairs, the Government has been unable to keep the roads efficient. This situation was given by the Spanish Government as its reason for refusing to ship anything into France. The embargo stopped the shipment of mules, blankets and other supplies. General Pershing had ordered. The United States will let Spain have general railroad supplies and particularly parts to put Spanish locomotives in good repair. A shipment of lubricating oil for immediate necessities already has been authorized.

The agreement proposed by the United States would give Spain adequate supplies of cotton and petroleum and in addition would provide for the export of such other commodities as the United States feels it can spare under its conservation program.

King Alfonso has taken a personal interest in the negotiations between the United States and Spain and has helped smooth over differences that have arisen. The friendly action of Spain in assuming charge of American interests in Germany, it is declared, has influenced the American Government toward adopting a liberal policy.

Shanghai Baptist College Notes

Our medical staff has been augmented by the addition of Dr. Chen of Ningpo. For several years Dr. Chen has been connected with the C.M.S. hospital of that city.

Mr. Ling Glen-ying, a member of the sophomore class, won the scholarship in forestry offered to the students of this college by the China Famine Relief Commission. This scholarship covers all school expenses for a two years' course in

YOU CLEAN OUTSIDE

but what about your inside? To be healthy it's just as important to cleanse the system of impurities as it is to keep the body clean.

PINKETTES

gently stimulate the bowels, thus dispelling biliousness, liverishness, sick headaches and the other ills of Constipation. Of chemists, also post free 50 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

forestry in the Philippine Islands. Mr. Ling will sail early in April.

Owing to a change in boat schedules Dr. Eddy has been detained in the south. We now hope to have him with us on Tuesday instead of last Friday as planned. Friday, April 5 will be observed as Spring Festival holiday. Appropriate Arbor Day exercises will be held.

Our Yangtsepo school has been growing rapidly. There are now over seventy boys and sixteen girls in the school. An extra teacher, the third, has been added to the boy's school. The school is under the supervision of Dr. Webster.

Mrs. G. A. Huntley addressed the girls of McTear school last Wednesday evening.

COMMERCIAL CABLES

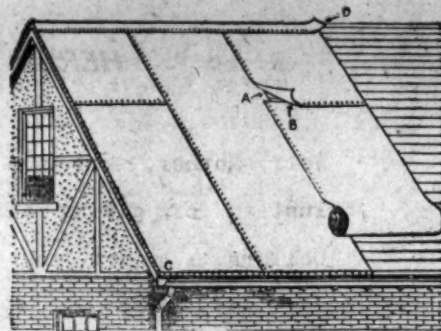
London, March 28.—Today's rates, prices and deliveries were:—
Consols 2 1/4% for account: 54d.
Cheques on London at Paris: Fr. 27.20.
T.T. on London at New York: G. \$4.76 1/2.
Bar Silver (Spot): 45 1/2 d.
Bank of England Rate of Discount: 5%.
Market rate of Discount: 3 1/2%.
Cotton: Egyptian Fully-Good Fair Sakellaridis: 30.55d.
Cotton: M. G. Fine Seinde and Bengal: 13.22d.
Cotton: Goodmiddling Americans: 24.76d.
Plantation Rubber April to June: 2s. 5 1/2 d. Paid.
Deliveries China Silk: 242 Bales
Canton: 31
Japan: 321
Tone of Tea Market: Nothing doing.

U. K. METAL MARKET

London, March 28.—Today's metal prices were:—
Standard Copper G. M. B. f.o.b. (Nominal) 110 5 0
American Electrolytic 99
90% Copper f.o.b. 125 0 0
Lead L. B. c.l.f. per ton...Nominal
Soft Lead "Spanish" f.o.b. (Nett) 29 0 0
Quicksilver, Second hand Ex Warehouse f.o.b. (17- Extra in tank) 22 0 0
Muntz Metal f.o.b. London or Liverpool (less 1/4%) Nominal
Standard Tin (Cash) 318 0 0
Spelter (ordy soft) f.o.b. 52 0 0
Galvanised Sheets 24
Gauge f.o.b. 28 5 0
Standard Tin (3 Months) 318 0 0

Certain-teed Roofing

Certain-teed is light-weight, weather-proof, clean, sanitary, fire-retardant—proof against rain, sun, and cold. Its guarantee is backed by the largest manufacturers of prepared roofing in the world.



Certain-teed costs less to buy, less to lay, less per year of life. In rolls, plain and slate-surfaced; also slate-surfaced shingles. (Three thicknesses—1, 2, and 3 ply—but only one quality—the best.)

We have stocks. Orders will be filled promptly.

Samples on request. Estimates on complete roofs.

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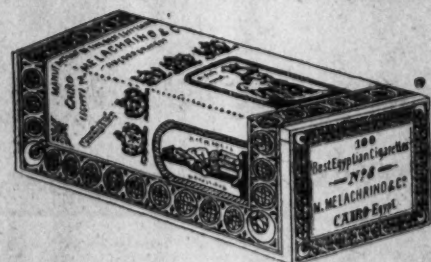
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Italian Liner Arrives After
Twenty-One Days Of Dodg-
ing Submarines

THRILLS FOR PASSENGERS

Three Ships She Passed Were
Torpedoed Soon Afterward—
Brings Crew Of Suruga

New York, February 24.—After dodging through an avenue of U-boats an Italian liner reached an Atlantic port yesterday. She took twenty-one days for a passage she would ordinarily make in fourteen, and for more than a week in the Mediterranean her 104 passengers expected to have a torpedo burst beneath them most any minute. Twice she put into ports upon receiving wireless warnings of submarines.

She had hardly put to sea when the wireless told of a U-boat squadron in the vicinity. She hugged the shore for six hours and then put into a harbor. She remained there three days before she was told it would be safe to put to sea again, and at midnight on the day she ventured out again she passed a convoy of six vessels. Two hours later her wireless operator picked up a message that two Italian vessels and one French in the convoy had been torpedoed.

The liner went into another port and soon after the surviving vessels of the convoy entered with the crews of the lost ships. The vessels sunk were the Italian liner Duna di Genova, the French freighter Ville de Verdun and the Italian freighter Caprera. The last was sunk off Morocco in November but floated again. The loss of the Duna di Genova had been cabled here. She was not carrying passengers.

After another delay in this port the liner went out a second time, but kept close to shore. Nearing the Island of Tabarco another warning of submarines was received. Her Captain, after talking with another Italian master who was on board as a passenger, decided to attempt to go between that island and the Spanish mainland, a course never taken by large ships. The narrow channel was navigated successfully in the night and the liner reached Gibraltar.

Capt. D. M. Nicoll and members of the crew of the American freighter Suruga were passengers on the liner. The Suruga was torpedoed on December 20 off the Italian Coast, and Capt. Nicoll said she was one of four vessels torpedoed within twenty minutes out of a convoy of five. He brought home as a souvenir a blade of the German torpedo that hit the

Queen Marie Of Unhappy Rumania Leaving A Military Hospital



"Sa Trai!"—"Long may you live!" say the wounded Rumanian soldiers in the wards of the military hospital when Queen Marie passes their cots, with a smile and a kindly word for each of them. Like Queen Elizabeth of Belgium, the Queen of Rumania is so closely identified with

the nation's war relief work that the American Red Cross Mission to Rumania has been co-operating personally with her. Already the War Council of the American Red Cross has appropriated more than \$2,500,000 for the War Fund to furnish clothing, food and medical

and surgical supplies which are desperately needed in Rumania, and to maintain two American hospitals. At Christmas the Red Cross Commission turned over to the Queen \$16,000 in cash for distribution among the relief organizations of Jassy, the war capital.

Suruga. She was beached and is being relocated.

Gouverneur Morris, the writer, who as a Red Cross worker visited all the fronts from Flanders to Padua, in Italy, returned. He said the Italians had completely recovered from their disastrous break of last fall.

GERMANY SUES RUMANIA

Action In Berlin Court To Recover
\$16,500,000 For Breach Of Contract

The following account of the legal action against the Rumanian Government begun in Berlin in January, and mentioned at the time in a report from Amsterdam, was printed in a recent issue of The London Daily Mail:

"Prussian cheek knows no bounds. Not satisfied with invading her robbing her of her food, and enslaving her people, the Germans are now suing Rumania for damages! In the Berlin law courts an action has just been begun against the 'State of Rumania' by a syndicate of war pro-

viders to recover \$16,500,000 as an indemnity for breach of contract.

"The suit is the sequel to the \$100,000,000 German-Rumanian agreement entered into in the Spring of 1915 whereby the Germans were to furnish Rumania with munitions of war in return for supplies of grain. Swedish and Danish capital was interested in the syndicate as well, with a view to transshipment of portions of the grain to Scandinavia across Germany. Before the agreement became effective Rumania declared its unwillingness to carry it out, much to the chagrin of the German Foreign Office and the then German Minister in Bucharest, Baron von dem Busche-Haddenhausen.

"The litigation was commenced in Berlin because the Rumanian Government has property there. To make sure that the Prussian plaintiffs will not lose their case the German military authorities have taken the necessary measures to protect their rights in Rumania itself. The \$16,500,000 damages which are claimed represent the estimated value of the Rumanian supplies which were never delivered."

PUTS SOME HOPE IN TURKEY

German Writer, However, Warns
Against Illusions Of Economic Aid

In the course of an article on "Turkey in Our Future Balance," printed in a recent issue of the Vossische Zeitung, the writer says:

"The endless succession of disillusionments which the years of war have brought us, beginning with England, and continuing with Japan, Italy, Rumania and even Mexico and the South American States, should have at last taught us that one can neither suggest nor dictate political relations, but that they are subject to economic and psychological laws too deep to fathom.

"The intoxication of our Mitteleuropa enthusiasm has declined somewhat, but it seems now to be recognized that a threatened economic front from Königsberg to Constantinople, through Russia, is not in accordance with the essential requirements of a policy of actual fact. Turkey is a not unimportant factor in our calculations, and we have every reason to obtain the most accurate possible knowledge of the value of this factor. Under-ap-

preciation will be as dangerous to the balance as dazzling illusions." Then, as summarized in the London press, the German writer recommends open, honest speech in dealing with Turkey. He points out this existing economic relations between the two countries do not rest on any substantial German colonies in Turkey. Only occasionally do these colonies reach the strength of the English French, and others. The German Turkish marine traffic was surpassed five or six times by England, and even ranked after that of Austria, France, Russia, Italy and perhaps Greece.

The German-Turkish exchange of goods, moreover, makes no impression on Turkish economics, as there is no one article exported by Germany to Turkey in respect of which Germany is the main source of supply, in the way that Russia is of sugar and England of coal. As a matter of fact, Turkey represents no substantial factor in Germany's imports and exports. The writer also points out that the present position of German capital in Turkey conflicts with all economic laws, and bears no relation to Germany's economic condition. He concludes:

"Briefly, we can make use of Turkey as a purchaser of our industrial products only if her power to buy is strengthened by the supply in return of raw material and agricultural produce; in other words, the tendency of development of Turkish trade presumes a purely agricultural character."

WHEN YOUR COLOUR FADES.

When a girl's color fades, when her cheeks and lips grow pale, and she gets short of breath easily and her heart palpitates after slight exertion or under the least excitement, it means that she is suffering from thin blood.

Headache and backache often accompany this condition, and nervousness is frequently present. The remedy, of course, is to build up the blood, and for this purpose Dr. Williams' pink pills are recommended. They are the remedy best suited to restore richness to the blood, bring brightness to the eyes and put color in the cheeks and lips.

The only other treatment needed costs nothing. It is this. Give the patient plenty of fresh air, moderate exercise every day, not enough to cause fatigue, and use care in the diet because the food craved for is often not the best for an anemic condition.

A book containing just the information that every mother of a growing girl needs is offered FREE to all readers who send a post card to the Dr. Williams' Medicine Co., 96 Seachuen Road, Shanghai.

But begin at once to invigorate your blood by taking Dr. Williams' pink pills for pale people, which can be obtained from any dealer, or direct, 1 bottle for \$1.50, 6 for \$8, from above address.

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IN

THE ON-THE-SQUARE GIRL THE ON-THE-SQUARE GIRL

A BEAUTIFUL STAR IN A GREAT PHOTO PLAY.

A LITTLE CHAT ABOUT PICTURE, PRODUCER AND PLOT

"The On-The-Square Girl" is a great picture. No better five-reel feature has been produced in recent months by any company.

Every point about the picture is a reason for its success.

It is beautiful little Mollie King's best photoplay to date.

It is one of the best George Fitzmaurice has ever produced and Ouida Bergere has ever written.

The splendid cast includes L. Rogers Lytton, Aimee Dalmores, Donald Hall and Ernest Lawford.

Peter Milne's review in the Motion Picture News is a wonderful testimonial on this picture. Here it is:

"A certain class of society in every big city is called 'fast' and this picture has to do with that highly interesting class. Everything from the cocktails to the immorality disguised under a

thin covering of free thinking is introduced and everything is done in the lavish style without which the picture falls in realism. In this particular set there is a man dissatisfied and his meeting with a girl on the outer edge and the tragedy of the girl's life form the substance of 'The On-The-Square Girl'.

"THE ENTERTAINING POWER POSSESSED BY THE FEATURE IS UNUSUAL. To begin with the essential requisite, action, has never been slighted for an instant throughout the five reels. Again the life depicted in the film is at once interesting and, it must be confessed, entertainingly shocking. THE MORAL EFFECT IS GOOD AND ABOVE ALL THERE IS THE EXPERT CAST AND THE DIRECTOR TO CONSIDER.

"Of course, first Mollie King is the star and never before has she appear-

ed to such good advantage, both histrionic and pulchritudinous, as she does in the role of Anne Blair, mode model in a fashionable modiste's shop. Aimee Dalmores does excellently as Inez Brockton, the social butterfly of few conventions and less morals, while the comedy portion of the action is most ably taken care of by Ernest Lawford and Richard Tucker. L. Rogers Lytton as heavy and Donald Hall as hero give creditable performances.

"The support embraces the prettiest collection of girls ever seen in a single five-reel feature and many of them know a good lot about acting.

"Ouida Bergere did the scenario and George Fitzmaurice directed. Which statement needs little elaboration.

Well photographed and with

backgrounds that are ever appropriate, 'The On-The-Square Girl' seems perfect considered from the production standpoint, there is plenty of heart interest, plenty of action and plenty of beauty, under which heading in addition to the star and the many feminine members of the supporting cast can be included the array of gowns, supplied by a well known New York house."

THE STORY AND PLAYERS

Anne Blair (Mollie King), modiste's model, accepts "kindly" favors from Brockton (L. Rogers Lytton) in order to care for her sick mother. Taking advantage of her position Brockton attacks her. She stabs him and returns home to find a telegram from the sanitarium in the mountains saying her mother is dead. She journeys

to the place to find certain letters concerned with her birth and half crazed with grief and the thought that she has killed Brockton, she rushes out into the snow.

Richard Steele (Donald Hall) engaged to Inez Brockton (Aimee Dalmores) becomes disgusted with her house party and goes for a walk. He comes upon Anne and taking her to a deserted cabin cares for her for the night. Inez finds them in the morning and with a great show of false modesty denounces her fiancé. In the city Anne tells Richard her troubles and the sudden appearance of Brockton brings things to a head. Richard declares himself through with the Brocktons after he has discovered the secret of Anne's birth and the girl who was on the square finds happiness with the man who played as straight as she.



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"Daytime in Fifth Avenue"

etc., etc., etc., etc., etc., etc.

THE GOWN DISPLAY
THE GOWN DISPLAY
THE GOWN DISPLAY

This scene represents one of New York's most fashionable modiste shops and the reception given by the proprietor to introduce the latest models. The clothes work in these scenes by right of the most beautiful models in New York were furnished by Gidding's, the famous Fifth Avenue House, and the display in itself is well worth the price of admission to any one.

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With Rubber Basin

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The "X" Combined Bath and Washstand

Weight of whole: frame, basin and valise, only 8 lbs. Size of whole (in valise): 2 feet 10 inches by 4 inches diameter. Size of Bath open: 2 feet 6 inches by 2 feet 6 inches by 11 inches deep. Weight of washstand alone only 3 lbs.



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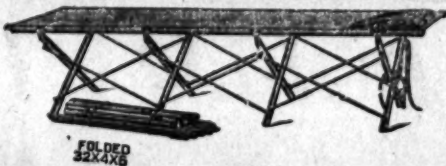
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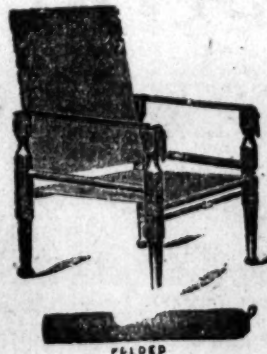
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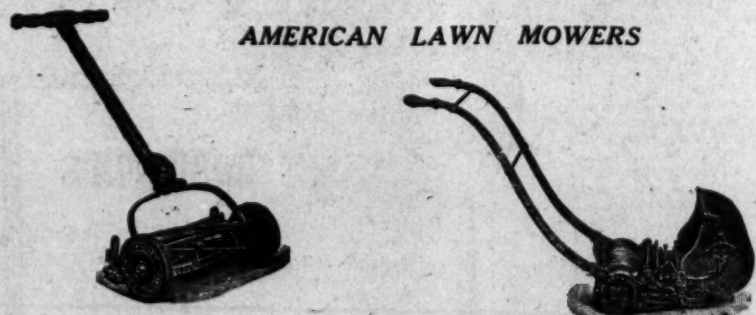


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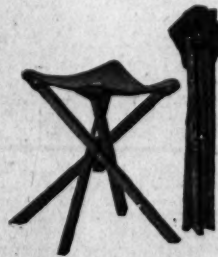
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EVERYTHING
FOR CAMPERS

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

Under False Colors

(The New York Times.)

THE German Chancellor agrees with Mr. Runciman that a formal peace conference, "a formal meeting for discussion" by responsible statesmen of the belligerent Powers, "would be the way to remove the numerous misunderstandings and compel our enemies to take our words as they are meant, and on their part also show their colors." Applying Mr. von Hertling's test to his own discourse, let us in all candor seek to find out what his words mean, in order that we may take them "as they are meant," and determine whether he sails under his true colors.

He says that President Wilson's address to Congress on Feb. 11 "represents, perhaps, a small step toward a mutual rapprochement." He then takes up in turn each of the four principles laid down by Mr. Wilson in his address. To the first, that essential justice must be the basis of every part of the final settlement, he unreservedly assents; no peace could endure unless based in all its parts on justice. To the second principle, that peoples and provinces are not to be bartered about from sovereignty to sovereignty like chattels, he likewise assents unconditionally. The days of barter in provinces and peoples are "far behind us." He applauds, too, Mr. Wilson's ban upon the balance of power idea; still it is perfectly true, as Mr. Balfour said, that the principle can never be ignored until German militarism is a thing of the past. His assent is freely given to the third principle, that the interest of the populations concerned must be the basis of every territorial settlement, because this is deducible from the principles previously set forth. In principle he assents to the fourth clause, that well-defined national aspirations shall be satisfied so far as satisfaction can be accorded them without introducing new or perpetuating old causes of discord.

If Chancellor von Hertling really means what he says, it is high time that his representative and Mr. Wilson's representative, with the peace plenipotentiaries of the other belligerents, should meet each other face to face around the conference table. We are willing to make peace with Germany, all the Allies will make peace with her, if she is ready to consent to a peace based on the principles of justice and the interests and aspirations of peoples as declared in Mr. Wilson's four clauses.

Does Chancellor von Hertling mean what he says? While he was making fair professions of assent to President Wilson's principles, German armies were rapidly pressing forward in the eastern provinces of Russia, capturing town after town, driving the nervous and disorganized Russian troops before them like cattle, occupying the important port of Revel, the Baltic islands, and threatening the capital itself, toward which they are evidently moving. The Bolshevik Government of Russia, recognized by the Government of Germany, for it had been in negotiation with Trotsky at Brest-Litovsk, has under hard compulsion, formally accepted the German terms of peace and is prepared to sign a treaty. In its proclamation issued yesterday it says "we are prepared to sign their peace of usurpation. We have already declared this," but "the German imperialists do not desire peace at the present moment." They are attempting to crush the authority of the Councils. They are conquering Russia after Russia has made peace. This, then, is what Mr. von Hertling means when he talks of justice as the only foundation of an enduring peace. This is what he means when he accepts Mr. Wilson's declaration that peoples and provinces shall not be bartered about from sovereignty to sovereignty; when he says that territorial settlements must be made for the benefit of the population concerned, he means that to bring the populations of Courland, Livonia, Lithuania, and Estonia under the German rule is to confer upon them the greatest possible benefit. In his view the "national aspirations" of these peoples will be satisfied when they are made Prussian "in hide and hair," as Treitschke said the Slavic inhabitants of what is now Prussia were made Germans. They will be happy and contented when they are treated as the German Poles were treated, forbidden to use their own language, made to speak German, to be German.

German acts are sufficient proof of German intent, but the Chancellor's reservations as to his assent to the President's principles are strikingly corroborative. Germany does not aim at the conquest of Russia, "the sole aim of the advance of our troops is to safeguard the fruits of our peace with the Ukraine." We must defend the Ukraine against

the hostile Bolsheviks. Our troops are advancing "at the urgent appeals and representations of the populations for protection" against the Red Guards. German military operations have been "undertaken in the name of humanity." God save the mark! "In Courland and Lithuania our chief object is to create organs of self-determination and self-administration." The credibility of the witness is here a pertinent consideration. Mr. Wilson has said that the German Government cannot be trusted, by a multitude of acts and testimonies it has been shown to be false in heart and word. We are asked to believe that, conquered by Germany, occupied by German troops, the people of Courland and Lithuania will be free to determine whether they shall be Russian, independent, or Prussian. To say that we believe that would be an admission that we have forgotten the whole history of German State policy since the Empire was established.

We must reserve the right of utter incredulity, too, in respect to the Chancellor's vague words about the independence of Russian Poland, coupled as they are with the condition that the frontier is "to be regulated on military grounds demanded by Germany as 'indispensable.'" Is anything lacking for illumination of Germany's purpose when the Chancellor says that the "guiding principle as to Rumania will be the German desire to convert into friends the states with which, on the basis of the success of our army, we now 'conclude peace'?" We know how the wolf converts the lamb into a friend. Even as to Belgium, while declaring that Germany does not intend to retain that country, the Chancellor says that "we must be safeguarded from the danger of a country, with which we desire after the war to live in peace and friendship, becoming the object or the jumping-off ground of enemy machinations." We know the origin of that thought. It springs from the German lies about an Anglo-Belgian understanding, about massing of French troops for an invasion of Germany through Belgium, long ago exposed and exploded. But the meaning is clear, it means that it is Germany's purpose to retain control of Belgium as she will retain control of Rumania, in order to convert her into a friend.

Chancellor von Hertling's words, therefore, do not mean what Mr. Wilson's words meant. When Mr. Wilson speaks of justice and the aspirations of peoples, no process of interpretation is needed, he means what he plainly says. Mr. von Hertling understands by justice a principle that permits Germany to overrun Russia with her troops after Russia has made peace; that allows her to take, by self-determination of their peoples under the eye of German army officers, the western and Baltic provinces of Russia; that allows her to retain Belgium, the Ukraine and Rumania in vassalage. The Chancellor himself is sailing under false colors, his words do not mean what they seem to say. But we catch his meaning, we understand him perfectly. The enemies of Germany, he says, must be compelled "to take our words as they are meant." No compulsion is needed.

This address to the Reichstag has two definite meanings. It was meant to fool the peoples of the Powers at war with Germany, particularly the pacifists, to enable them to continue their aspirations for peace on the basis of the Chancellor's assent, by lip-service, to the President's four clauses. The address is clever, it is adroit, it is therefore dangerous. He must be very wary of mind who discusses peace conditions with a German Chancellor. The fair words are there, the plausible air of assent to principles of justice; and the reservations about frontiers and friendships are presented so unobtrusively, the pretense about appeals for protection from the people of the Russian provinces is made with such a moving reference to humanity, that the average pacifist, half gone over to Germany already in his mind, and all opponents of war, might easily yield to the persuasion.

It is imperative, therefore, that while Mr. von Hertling fills the whole foreground with his fair and complacent utterances we should attentively scrutinize the background of the picture and bring out of the shadows those misshapen and repulsive figures that have filled the whole scene of German action during the last four years. Germany has professed nothing but justice and a desire for peace during all these years when she has been overrunning neutral countries, murdering men, women, and children of neutral nations, shooting women, torturing, maiming, and cutting the throats of the peaceful inhabitants of the territories she has conquered.

(Continued on Page 11)

The Mothers Who Bear War's Sorrow

By Maurice Maeterlinck

(Following is the preface written by the great Belgian poet, Maeterlinck, to a book of poems by Lévy-Dhurmer on the Mothers of the War.)

THEY bear the great sorrow of this war. In our streets and squares and churches, in our cities and villages, and in all our houses we come in contact with mothers who have lost their sons or are living in anxiety which is more cruel than the certainty of death.

Let us try to understand the loss that is theirs. They know what it is, but they do not tell it to us men.

In their declining years the boys are taken from them in the prime of life. When little children die it seems as if the infant souls scarcely go away, but linger about her who brought them into the world, waiting for the hour when they shall return in a new form. The death that visits the cradle is not the same death that spreads terror over the world.

But a son who dies at twenty does not come back; he leaves no hope behind. He takes away with him all the future in store for his mother, all that she had given him, all the promise that was in him; the pains and griefs and smiles of birth and childhood, the joys of youth, the recompense and reaping of maturity, the support and peace of old age.

He takes away far more than himself. It is not his life alone that ends; it is days without number that are suddenly cut off, a line of posterity that is snuffed out; a crowd of faces, laughter and games and tiny cowering hands that fall at one blow on the field of battle, say adieu to the sun and return to the earth before they have known it.

All this the eyes of our mothers see even if they do not reckon it, and it is this that makes none of us able at certain moments to bear the weight and sadness of their gaze.

Yet they do not weep like the mothers of other wars. One by one their sons vanish, yet their moanings and complaints are not heard as in times gone by when great tribulations, great massacres and great catastrophes were wrapped in the clamor and lamentation of women.

They rather in the market places, they blame not, they accuse no one, they do not rebel. They gulp down their tears, as if obeying a password that they have transmitted to one another without the knowledge of men.

One cannot know what it is that sustains them and gives them strength to bear what is left to them of life. Some of them have other children, and one understands how they transfer to these the love and the future that have been broken by death. Many have never lost their faith in the eternal promises, or

are trying to find it again; and again one can understand why they despair not; for neither did the mothers of the martyr despair. But many others, whose homes are forever desolate and for whom heaven is peopled only with pale phantoms, cling to the same hope as those who hope always.

What is it, then, that sustains this courage which so astounds our eyes?

The best of us, the most to be pitied, the wisest among us, on meeting one of these mothers, who furtively turns away to wipe her eyes that her trouble may not offend those who are happy, when he seeks to find words which shall not sound like odorous or mocking falsehoods in the blinding truth of the most poignant grief that can afflict a heart, finds almost nothing he can say to her.

We talk to her of the righteousness and beauty of the cause for which the hero fell, of the immensity and necessity of the sacrifice, of the memory, and gratitude of mankind, of the nothingness of this life which is not measured by length of days but by sublimity of duty and glory. Perhaps we add that the dead die not, that there are no dead, that those who are no more live closer to our souls than when they were in the flesh, and that all we held most dear in them remains still in our hearts, so long as memory can call it up and love can keep it alive.

But even while we speak we feel the emptiness of what we are saying. We understand that all this is true only for those whom death has not hurled down into the abyss where words are only hollow sounds; that the warmest recollection does not take the place of a cherished reality which one can touch with hands or lips, that the most exalted thought is worth nothing to the familiar coming and going, the presence at table, the morning and evening kiss, the parting embrace and the joy of the welcome home.

And they know it and feel it better than we; this is why they do not reply to our words of consolation; they listen in silence and find within themselves other reasons for living and hoping than those that we, by vainly searching the whole horizon of certainties and human thoughts, endeavor to bring them from the outside.

They take up the burden of their days without telling us whence they draw their strength, without imparting to us the secret of their sacrifice, their resignation and their heroism.

Bolshevism's Effect In World War

Revolutionary Trend In Chaotic Eastern Europe Is Reflected Only Among Minority Elements In Allied And Teuton Countries

(New York Times)

WHEN the movement dominated by the group of which Nikolai Lenin is the brains and Leon Trotsky the mouthpiece drove the Kerensky Government out of power last November, its leaders regarded their triumph as only the first act in a world-wide proletarian revolution. Ever since the first Russian revolution last Spring, in fact, the extremist leaders had been preaching the class war as revolutionary Marxists understand it; the determined warfare of the working classes, whatever may be meant by that, against the capitalists, a term which is equally flexible.

There were no nationalistic boundaries to limit this war; the capitalists of Russia's enemies and of Russia's allies were equally culpable with those who were in process of deposition in Russia. Some of the more enthusiastic Bolsheviks aspired, so they declared, to a state of perpetual revolution; the mass of the party, or of the leaders who are the spokesmen and directors of the mass of sentiment which has supported the Lenin Government, at least insisted on complete, forcible, and worldwide industrial revolution. Nothing would do but the expropriation of the capitalists, the completion to the last inspired jot and tittle of the apocalyptic program outlined by Karl Marx. And it must be done the world over; to the old International, who had collapsed, the one following the premature and local outbreak of the Paris Commune, the second in consequence of the dominant national and patriotic sentiments unloosed in 1914, the Bolsheviks would make themselves the successors, and would lead a new International to the liberation of the working classes of the world.

Recent events have led many people to fear, and others to hope, that the Bolsheviks may be able to make good. Bolshevism has spread at least to the countries bordering on the reduced Russia left by the rise of suppressed nationalities within the limits of the old Russian Empire, and today there is blood and fire through all Eastern Europe. The Bolsheviks and their sympathizers in other countries are quoting the phrase of the song of 1792—"Ca ira"—"It will go on." Either we shall be destroyed," says Trotsky, "or the power of the European" (he might have added, for he has said it elsewhere, "and American") "bourgeoisie will be destroyed."

While in Russia today the Bolsheviks are having their troubles, they have actually begun the carrying of the class war into other countries. Finland, Poland, and the Ukraine encountered no opposition from the Bolsheviks in their demand for national autonomy; but it was speedily evident that the Bolsheviks were determined that only revolutionary "working class" Governments should exist in those States. Today the Ukraine is ablaze with war between the "bourgeois" Rada, representing the landowners, large and small, and an uprising of Ukrainian Bolsheviks supported from Petrograd. In Finland a Government of strongly socialist trend, like that of the Ukrainian Rada, is not radical enough for the Bolsheviks; and so the extremists of Finland are in revolt against the moderates,

again aided from Petrograd. The almost leaderless Polish Nation, with its army, is fighting the invasion of Bolshevism on its as yet undefined eastern frontier; and Rumania, nominally holding a line of defense against the Germans on the west, is doing practically all her fighting against the Bolshevik menace on the northeast.

How much further will it go? Will the Bolsheviks of Russia succeed in starting a worldwide revolution? Is the anarchy and disorder now reported from Petrograd to be paralleled in Berlin, in London, in Paris, in New York? General Mannheim, commander of the White Guard of Finland, the army of the anti-Bolshevik Government, in a cry for help directed principally toward Sweden, declared last week: "If anarchy breaks through the dam we are trying to raise, the blood-red flood will sweep westward."

To many people the parallel with the French Revolution seems prophetic. The overthrow of the French monarchy set the French people forth on a crusade of freedom which speedily found its response in democratic risings in the smaller States bordering on France. Then, as now, the revolutionist crusaders were inspired by a religious frenzy; the spirit in which the Arabs, under Abu-Bekr and Omar, forced the Mohammedan religion, willy-nilly, on all the nations around the Mediterranean and the Persian Gulf was very similar to that which inspired the French democratic armies in 1792, and which, according to Bolshevik pronouncements at least, will inform the Red Army which Lenin and Trotsky are now recruiting to defend Russia against the Germans and carry the proletarian revolution by force to the western nations.

There are advocates of revolution in every nation of Western Europe, and in the United States. Since the new year there have been gloomy hints that revolution in England was not out of the question; there were many who expected France to revolt last Summer, and some who say that the stamping out of the German propaganda which was so large a factor in the pacifist and revolutionary sentiment that flourished after the battles on the Aisne in April has not disposed of all the elements making for an overturn in France. Again in Italy the German-made revolutionary propaganda has failed to achieve its purpose, but there is a residue of pacifism, of internationalism, of working-class revolutionary sentiment which has to be taken into account.

A large contributing cause to the eagerness for peace displayed by the European neutrals is undoubtedly the fear that hunger will fan the flames of proletarian revolt against the present Governments. In this country few of the spokesmen of the class war are taken very seriously by their fellow-citizens, but there are undoubtedly a good many Americans who agree with the recent prediction of Charles M. Schwab, who himself is not likely to be suspected of Bolshevik sympathies: "Call it socialism, social revolution, Bolshevism, what you will, it is a leveling process, and means that the workman without property who labors with his hands is going to be the man who will dominate the

world. It is going to be a great hardship to the owners of property, but, like all revolutionary movements, it will probably work good."

The present article is an attempt to analyze the actual possibilities of a Bolshevik revolution in the relatively near future in the various countries where it has not yet broken out. Such an analysis must be based partly on the hopes of Bolshevik sympathizers and the fears of the enemies of Bolshevism, both of which have to be discounted; it will be based, so far as possible, on the indications which have appeared in the news lately arriving from other countries and on conditions as they appear in the United States; and these data may perhaps be supplemented, to a slight extent, by historical experience of the politics and the philosophy of working-class revolution.

The analysis of the evidence is made somewhat difficult by the very general tendency of Orthodox Socialists to feel that what Karl Marx has told them must happen inevitably will happen, and to substitute his speculative analysis for their own inductive conclusions. The Communist Manifesto, written by Marx with Engels in 1847, is in effect the Protevangelium of the Bolshevik movement, as was Rousseau's Social Contract of the French Revolution. But the rationalistic and skeptical eighteenth century, which had not yet acquired the respect for science that grew up a hundred years later, did not regard Rousseau or any of his contemporaries as an inspired writer.

But Socialist zealotry is not the only force behind the revolutionary manifestations of our time. The backbone of the revolution in Russia, like the backbone of every proletarian revolution, was existing popular discontent. Lenin and Trotsky are not Russian proletarians; Lenin is an aristocrat by birth and an authoritative writer on economics; Trotsky is a Jewish journalist. If the masses of Russia had not been hungry and wearied of the miseries caused by the war there would have been no force back of the theories which the Marxian leaders are trying to force upon the world. And undoubtedly the greatest revolutionary force in the world today is that of the peoples of all nations, belligerent or neutral, who care nothing for the hair-splitting of Socialist theory, but who know that they do not have enough to eat.

What sort of a revolution is it that the Bolsheviks have achieved, for the moment at least, in Russia, and are fighting for outside of Russia? The principal American advocates of a whole-hog-or-none working-class revolution are for the most part under indictment, at present, for activities in opposition to American participation in the war, and consequently not all of them are expressing themselves. But what appears to be authoritative may be found in the opening editorial of The Liberator, a new journal just issued under the name of the abolitionist publication made famous by William Lloyd Garrison, but with the same editor, the same form, the same makeup and to a large extent the same contributors as The Masses, which disappeared last Fall after it

(Continued on Page 12)

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Bringing Up Father



By George McManus



All Fools' Day

By Rev. Thomas B. Gregory

It would be very pleasant to learn just how long ago it was that "All Fools' Day" was instituted, but the pleasure will never be ours. Of the real origin of the Merry Day absolutely nothing is known.

Amusing beyond description, however, are some of the attempts that the lovers of antiquity have made to pluck out the heart of its mystery.

There are writers who trace the fool-making custom back to the old Roman Saturnalia—a festival that had as one of its distinguishing features the making of fools, the tricking of people into all sorts of laughable situations.

Others are quite positive that the day finds its origin in the East Indian

"Feast of Hull," in Hindoostan. The last day of the Oriental feast in March 31, on which day the chief business is to send people on errands and expeditions that are sure to end in disappointment and disgust.

In the year 1769 the "contributing editor" of one of the leading London newspapers wrote for his editor-in-chief an exhaustive article to prove that All Fools' Day arose from the mistake our old friend Noah made in sending the dove out of the Ark before there was any dry land for the bird to alight on.

The most plausible conjecture is the one which gives the custom its rise in France, in the year 1564. France was the first European country, it seems, to adopt the reformed calendar. As a result of the adoption of the new calendar New Year's Day was carried back to January 1 and pretended gifts and mock ceremonial visits were made on

April 1, with the view of playing the joke on those who had forgotten the change of dates. They had so much fun on that day that the custom was kept up through the years, and has held on right up to the present time.

The custom passed from France to England, but not until so late as the beginning of the eighteenth century. Joseph Addison, the delightful essayist, writes of it as a custom that had but recently been introduced, and the celebrated Dean Swift, author of "Gulliver's Travels," had lots of fun with the day while it was still new in the land.

From what has been said of the brilliant Dean it is quite easy to believe that he mightily enjoyed April Fools' Day. A pessimist and a cynic, it must have tickled him almost to death to be able to make "monkeys" of "God's greatest creation," lordly man.

Putting aside all attempts at discovering the place where and the time when All Fools' Day originated, it may be well to conclude, as is probably the truth, that it is practically as old as the race.

Somewhere has said that man is a "yonder-minded animal," which is true enough, and it is equally true that he is a fun-loving animal—especially when he can get the fun out of his fellow man. The bigger the game the keener and richer the sport, and to have fun with the dignified "top of creation" is doubtless a trick that is as old as mankind itself.

Under False Colors

(Continued from Page 16)

and she has never abandoned her ambition to extend her might and her power of control over the whole world.

This, then, was one plain meaning of the Chancellor's speech, to achieve an intellectual victory over the peoples of Germany's enemies, particularly over the American people, to repeat here that utter destruction of national will, being, and purpose which she has accomplished in Russia. Its second meaning was to hide from the German people the real war aims of the Imperial Government. It is now a war for the dynasty, to save the Hohenzollerns from overthrow, to preserve and continue the Prussian military tradition, inseparable from the Hohenzollern rule. The German people will accept the Chancellor's speech in that sense. They will never question the sincerity of his professions nor doubt the truth of his plausible declarations of purpose.

Whatever success he may have in fooling the German people, he will not, he cannot be allowed to, fool the American people. For that reason it is necessary that we should see clearly his real meaning. For that reason the future declarations of policies and war aims by the United States and by all the Allies must be safeguarded against such misuse as Mr. von Hertling has made

of the President's address to Congress on February 11. He can conjure with declaration of general principle, but of affirmative, definite announcements of what we intend to do he can make no use for his deceptions. When we say that the Prussian military power must be crushed and destroyed for all time, that Alsace and Lorraine must be returned to France, that Germany must withdraw from Russia, he can meet us only by direct negation. That is what we want, that the issue shall be squarely joined, made clear in the sight of all men. Whoever examined the German Chancellor's reply to that address of Mr. Wilson in which fourteen aims of war were clearly set forth will see that he made a much less successful use of his opportunity than when he took up the four declarations of broad principle. The German intellectual propaganda fails flat when Allied declarations of war aims are met by counter-declarations. When the Kaiser declares that "the victory of German arms must first be recognized," we have no fear that our resolution will be softened and sapped. We prefer that he should talk in that way, and that is the way in which we should talk to him.

We must remember that we are fighting the great malefactor, the greatest of all time. It is madness, it is suicide to discuss peace terms with Germany until Germany has been put in a position where, when her statesmen talk of justice, they will employ the word with the connotations that are in the President's mind, in the minds of all the other allies. Chancellor von Hertling declines to submit his case to the court of the entire world. "We must, as things stand today, in the name of the German Empire and her allies, decline this court as prejudicial." He, his master, and the German Empire stand today at the bar of that court, there they have been judged, they await the infliction of the penalty, and they will have to bear it.

THE GOLDEN BLOCK

The Golden Block. By Sophie Kerr. New York: Doubleday, Page and Co. \$1.40 (gold)

There's no sex in brains. This conviction, reiterated to the several men whose admiration of Margaret Bailey's business acumen is voiced in the words, "You should have been a man," is her report courteous to that pseudo-tribute. The story of the success of the Golden Block Company is, briefly, the factual witness to her words. For Margaret Bailey, the true manager of the company, is not merely Henry Golden's right hand, but the person who pulls through the big city contract and then, when the boss of the city organization nearly ruins it with his enormous levy, Margaret Bailey, and not Henry Golden, is the one who saves both the contract and the day.

In its bare outlines the story is a very simple one. And the characters are equally so. The usual contrast is drawn between the butterfly wife of Henry Golden and his efficient women office force. The usual glamour is thrown on business success and the beauties of family life, those two favorite themes of American fictionists. But the plot is not so commonplace as it might be; for all the conventionality of its happy ending, it is given an unlooked-for twist that is quite logical.

And there are just enough shadows to make the high lights convincing. But what is curious is the author's failure to drive home her point. Margaret Bailey is presented as a young and beautiful woman who is in love with the business world and happily able in it. Her ultimate ambition is that mark of business efficiency which is expressed in power; she wants not domesticity, not even marriage without its dull details, but partnership in the firm. And she wins it fairly. But if there is no sex in brains, neither is there sex in Margaret. She is not all brains; she has an excellent knowledge of business affairs, but no scientific or aesthetic interests, and withal, apparently, no emotional needs. She is wedded to business. And yet the man who most attracts her, the one whom one infers she will eventually marry, is an aesthete, if he is not an intellectual, and the implication is that even her passion for a business career will not be proof against his charm. If the book were either more or less of a propagandist work it would perhaps be more interesting. As it stands, neither feminism nor Margaret Bailey, its spokeswoman, is sufficiently clarified.



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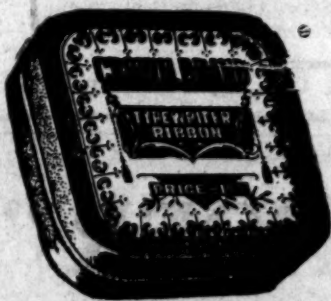
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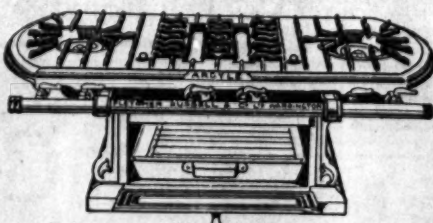
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Bolshevism's Effect In World War

(Continued from Page 10)

had been refused mailing privileges by the Post Office Department. This is the Liberator's presentation of the Russian revolution:

"Thus far the working-class Government of Russia has appropriated the banks and banking system of the country and repudiated the national debt; it has taken possession of the entire mining district; it has declared the munitions factories State property without compensation; it has supported the control of other factories, and their profits, by workmen's committees; it has decreed the land of Russia to the people who work upon it, and the land is now actually held in common by those people. The Russian Premier, Lenin, has suspended and dismissed the democratic Parliament as a 'relic of bourgeois society,' and declared Russia to be a Socialist republic in which the Congress of Delegates from the Workers, Soldiers and Peasants' Unions is the sovereign power. Thus comes into actual existence that 'industrial parliament'—the crowning and extreme hope of the Socialist dream-theory.

"To our American bourgeois newspaper correspondents this all appears rampant disorder and blind mixture of events, defying and denying human intelligence. But to every one who has read the Communist Manifesto it is so sublimely ordered and intellectual a performance as to dispel all pessimism of propaganda, and raise intelligence and the dissemination of ideas to the highest plane in their confidence. Without doubt it is the most momentous event in the history of peoples. And if such an event can be shown to be no accident or mystery, but the orderly maturing and accurate enactment of ideas full-born in a great mind sixty years ago, and cherished and disseminated in the meantime by all those who had strength to believe; then indeed there is hope that intelligence may play its part in every event. Never in all history before could one so joyfully and confidently enter upon the enterprise of publishing and propagating ideas. Dedicating our admiration to the fearless faith in scientific intelligence of Karl Marx, and our energy to those that are even beyond his, we issue The Liberator into a world whose possibilities of freedom and life for all are now certainly immeasurable.

The Liberator adds, in an article defending the dissolution by Lenin of the Constituent Assembly elected under the Kerensky Government, "It is never 'the people' which will accomplish this program. Lenin has been warned against the concept of 'the people' in his Bible of Karl Marx from the beginning. It is the working class which will accomplish it; and they will accomplish it, if they can, by establishing a dictatorship, overt and uncompromising."

It remains to be added that the Bolsheviks are now in process of establishing this "proletarian dictatorship, overt and uncompromising," by military force, by invasions of the Red Guard, in regions where there appears to be difficulty in establishing it in any other way. What the result will be in Finland, Poland, Rumania, the Ukraine—even in Russia itself—depends on military operations now in progress. How much further will the Bolshevik revolution spread? And if it does not spread to certain countries, what will take its place?

Nobody can answer these questions precisely; it is only possible to analyze the present situation so far as is possible. The neutral countries of Europe are all suffering severely from hunger. The aerial prosperity which certain classes gained by war trading in the first two years of the general war has not elevated the general standard, and even the wealthy are now finding it all but impossible to get some things that have been regarded as necessities of life.

In all of them, particularly in Holland, there have been food riots. Dutch subjects who have recently arrived in this country say, however, that the food riots in Holland, for all their waving of the red flag, are only food riots as yet; but that the conservative elements of the population are fearing the time when Socialist agitators will capitalize the general hunger and turn the riots into an actual proletarian uprising. The same thing is true in greater or less degree among the other neutrals.

In Sweden the Socialist Party has been very strong, but it, or rather its leader, Hjalmar Branting, has found an outlet for most of its activity in opposition to the pro-German tendency of the aristocracy and the rich. Branting is ranked as a strong pro-ally sympathizer; whether any large percentage of his followers is actively so may be questioned. But Swedish witnesses say that their internal politics still revolves very largely around such non-Socialistic questions as the regulation of the liquor traffic.

In any event, Sweden's traditional sympathy for Finland, which in resisting the Bolshevik invasion once more appears as defending the nationalist cause against Russian tyranny, seems likely to incline the bulk of the population away from Bolshevik sympathies.

A still stronger antidote to Bolshevism in the neutral countries is the recognized fact that the food shortage is due to war, and to a war which their "capitalist" Governments have so far kept them out

of. A working-class dictatorship would not enable Holland, Sweden, or Switzerland to get any more food so long as the war went on between the present belligerents. If any generalization regarding the neutral countries is permissible from the information now available in America, it is that no revolution is likely unless such a revolution breaks out in one or more of the belligerents. A Bolshevik rising in France, Germany, or England might quite conceivably provoke something similar among the neutrals; until that comes, it is simply a question of where discontent over the food shortage will overcome the restraining judgment that no change of government or of industrial system will bring in more food. So far as can be seen now, that point is still far distant.

The possibilities of revolution in Germany and Austria have so often been discussed that they do not need extended mention here. German riots and strikes have ostensibly at least had for their aim only the compulsion of a more reasonable attitude toward peace terms in the governing classes. Only recently the German majority Socialist organ, the Vorwärts, repudiated sympathy with the Bolsheviks. "Their hope for a speedy revolution in Germany is an insane delusion," said an article by Otto Braun. It may be added that the German minority Socialists, whatever their theoretical attitude toward a forcible revolution, have apparently regarded it as useless to waste any time getting ready for one. Unless the German Government has had a surprising success in concealing the facts, there is less revolutionary sentiment in Germany than in any other belligerent country of Europe.

In Austria the situation is complicated by the fact that more than half the population of the Dual Monarchy belongs to subjected nationalities which are more interested in obtaining political independence of the Hapsburg monarchy than in any program for industrial revolution. Among the Bohemians, for instance, the Socialists are as vigorous supporters of the establishment first of all of an independent Czechoslovak republic as are the members of any other party. Even in the dominant nationalities the antagonism between Austrian and Magyar, so far as appears in the news despatches, takes up most of the political energy. The recent strikes and riots of the Austrian Germans undoubtedly indicated dissatisfaction with the food situation and desire for peace, but the Austro-Hungarian Government appears to be yielding in a measure on the question of continued war on the eastern front. If there is any strong support in Austria-Hungary for a Bolshevik revolution, it has remained under cover with singular success.

Spain has been tormented by internal disturbances several times since the war, but most of these are apparently due to agitation by or against the officers of the army. A considerable part of Spanish dissatisfaction is to be found in Catalonia, where there is more autonomist sentiment; and recent news despatches indicate a good deal of popular unrest throughout the kingdom. But there has been little evidence that a conceivable revolutionary movement would go very far beyond ordinary political aims; we have heard next to nothing of any organized movement in Spain to bring about the working-class revolution.

There remain the principal allied countries—Italy, France, England, and the United States. William English Walling, who broke away from the American Socialist Party last Spring on account of its attitude toward the war, was asked the other day to make an analysis of the radical sentiment in the allied countries.

"In studying the revolutionary elements," he said, "it is necessary to distinguish between two classes who may support a Bolshevik movement. The first are those who call themselves Bolsheviks, here and in England. There are again the pro-Bolsheviks, who are dangerous in France,

'Premier Ace' And Famous Lion Cubs Of Lafayette Escadrille



Major Raoul Lufbery, "premier ace" of the Lafayette Escadrille, and now in the American Flying Corps, is shown here playing with the famous lion cubs, Whiskey and Soda, mascots of the Escadrille. Major Lufbery is the star flier of the American aviators, having brought down eighteen German planes. Whiskey and Soda have had a most adventurous career at the front. While visiting in one of the first line trenches a raid was made by the Germans. The roars and bellows of the cubs, who were badly frightened, could be heard above the din

of battle. They ran hither and thither in the trench, upsetting pots and causing much confusion. For the trouble they caused in the raid Whiskey and Soda were sentenced to be confined in the Paris Zoo. It was not long, however, before the howls of protest from the boys succeeded in bringing back their pets. But now the cubs are doomed for another trip to Paris. Both are growing so fast, both in size and strength of lungs, that their roars can be heard in the Boche trenches, drawing the fire of the enemy artillery.

England, and the United States. In Italy the revolutionary Socialists are real Bolsheviks. "Early last Fall, shortly after the Italian victories along the Isonzo, and some weeks before the great disaster—the Po Valley, Tuscany, and the cities—is the seat of most of the revolutionary sentiment, the mutinies and defections in the Italian Army by which the Germans paved the way for their advance were among troops from the south, over whom German arguments won their way chiefly through the ignorance of the soldiers. After the disaster there was a slight division in the Socialist Party, and some deputies temporarily took a more patriotic stand. Nevertheless on Nov. 12, the party executive resolved to maintain its position, though there is probably no hope of a general strike at present. These are real Bolsheviks, Northern Italy is now directly threatened by the invaders, and this has of course lessened revolutionary sentiment to some extent. At the same time, the chaos of a revolutionary movement there seem to me to be greater than in any other European country; such a movement might come before the end of the war.

"In France, despite the slackening of the general pacifist and defeatist tendency of last Summer, following the check along the Aisne, which was fostered to a very large extent by German propaganda, there is also some danger, though I do not think there is likely to be any such movement in France while the war is going on. The French Socialist Party unanimously endorsed the proposed international Socialist and labor conference on the war and demanded passage for a meeting with the Bolsheviks. Now, the French leaders knew that the Russian agitation for this conference was a matter of Socialist creed, but they chose to pretend that it was not. The pacifist minority, led by Jean Longuet, forced the majority to accept it, and even so patriotic a man as Albert Thomas had to yield to retain his influence.

"In England the Socialists work inside the labor unions, which naturally somewhat decreases their intensity but enormously expands their influence. The Socialists and socialistic pro-Bolshevik elements got one-third of the last Congress of the British Labor Party in support of their pacifist resolutions; and this congress probably represented one-half of the British people. In other words, it would have required a change of only about 17 per cent of the total vote to give the pro-Bolshevik elements a majority. I do not believe this faction can gain a majority in the British Labor Party unless there are strikes in France and Italy. However, Arthur Henderson has got the British labor movement to endorse a settlement by an international Socialist and labor Congress in which pro-Germans would have an overwhelming majority."

But Henderson's influence does not

seem to be so strong as it has been. There has been much talk of a Labor Premier of Great Britain in the near future, but the delegates of the British Labor Party now in this country declare that it will not be Henderson. The resolutions adopted by the British Labor Party at its recent convention, as well as the manifesto to the peoples of the Central Empires, issued last month, show that the majority is still firmly in favor of the prosecution of the war.

The British Labor Party, however, has taken certain other steps which seem of the highest significance as indicating the beginning of a backfire that may leave the Bolshevik conflagration short of fuel in Western Europe. To begin with, it has gone further than the labor movement in any other country in what it calls the "brain and hand" movement—the bringing of professional men and other intellectual workers into the labor movement. These persons, whom many Socialists would group with the despised clerks under the general title of "white-collar slaves," are being received into the political organizations of British labor in constantly increasing numbers. It begins to look as if the British Labor Party will soon be what the American Federation of Labor would be if it included practically all the labor organizations of the country, and in addition the medical societies, law associations, engineering societies, and the Authors' League.

In other words, before the arrival of the state of a working-class dictatorship, the British Labor Party has gone a long way toward the realization of the ideal held by most Socialists, in whom zeal for vengeance upon the capitalists has not obscured the benevolent aspects of their program—a condition in which everybody will belong to the working class. Socialist theory would set the accomplishment of this after the successful proletarian revolution and the

(Continued on Page 13)

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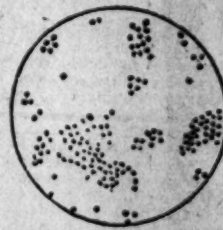
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Bolshevism's Effect In World War

(Continued from Page 12)

dispossession of the capitalists. It is not contended, of course, that there are no capitalists left in Great Britain, but the British Labor Party is rapidly getting into its ranks men who in most countries would be counted on the side of the capitalists. And this appears to be liberalising the British labor movement.

If a Labor Premier is elected in Great Britain he will have to deal, presumably, with reconstruction after the war. And a program of reconstruction has recently been prepared by a sub-committee of the Executive Committee of the British Labor Party, which is perhaps the most comprehensive and detailed of any yet presented to a nation still at war. This has not yet been adopted by the party; but it is of extreme interest as forecasting at least the tendency of the movement.

The program begins with the statement: "The view of the Labor Party is that what has to be reconstructed after the war is not this or that Government department, or this or that piece of social machinery, but, so far as British is concerned, society itself. We recognise in the present catastrophe in Europe... the culmination and collapse of a distinctive industrial civilisation which the workers will not seek to reconstruct."

The program is outlined in a document of 9,000 words, of which the main points are the following:

"Government responsibility for obtaining employment at a minimum wage, and Government maintenance of 'willing workers' for whom employment cannot be found."

"The progressive elimination from the control of industry of the private capitalist; eventual common ownership of the means of production, including land, and immediate nationalisation of mines, railroads, steamship lines, and the production of electric power."

"Meeting of national expenses mainly by direct taxation of incomes and inheritances."

"Devotion of surplus profits above the standard of life to the common use of the people."

"Devolution of the British Empire into an alliance of autonomous States with increasing self-government for India and other dependencies as rapidly as the peoples are fitted for it."

The carrying out of the internal details of this program would bring about, practically, the Socialist State. But the plan does not contain the insistence on everything at once which has been so much in evidence since the Bolsheviks obtained control in Petrograd; and there is no indication that anything but political action is to be used to bring it about, whereas the Bolshevik Government has proclaimed bloody war on all bourgeois, and is actually waging it so far as it is able.

In England, then, the Labor Party is embracing a continually larger part of the nation; and it seems likely in the near future to obtain control of the Government by the simple method of a general election. The program presented by this sub-committee—which it must be remembered has not yet been adopted by the party—would bring about ultimately, in effect, a working-class revolution. But the method of its bringing about, combined with the extension of the party's membership and the boarding of its ideas, would not be civil war so much as a national change of heart.

There is an interesting parallel from the times of the French Revolution. What happened in France inspired revolutions in some of the monarchist countries of Europe. In the United States, at that time possessing a greater measure of freedom than any other country, it did not bring about a civil war; but its influence led eventually to the political revolution of 1800 which brought Thomas Jefferson into power. Before that time the United States had been an oligarchical republic; after that the progression toward democracy was steady. It is far from impossible that the indirect effect of the Russian revolution may produce an analogous development in England within the next few years.

As to this country, the evidence is at every one's disposal, and every one is able to form his own opinion. The following features, however, may be dwelt upon:

The American Socialist Party, characterized by Mr. Walling as "50 per cent on the road to Bolshevism," has lost the confidence of a great many Americans who hold to socialistic theories and of a great many more who have voted the Socialist ticket, because of its attitude toward the war. In its most notable recent display, Mr. Hillquit's large vote in last Fall's Mayoralty election, it is hardly too much to say that immediate peace was its only issue. Certainly a very large percentage of the Hillquit vote was not Socialist, but pacifist or pro-German, and most of it was of very recent foreign provenance.

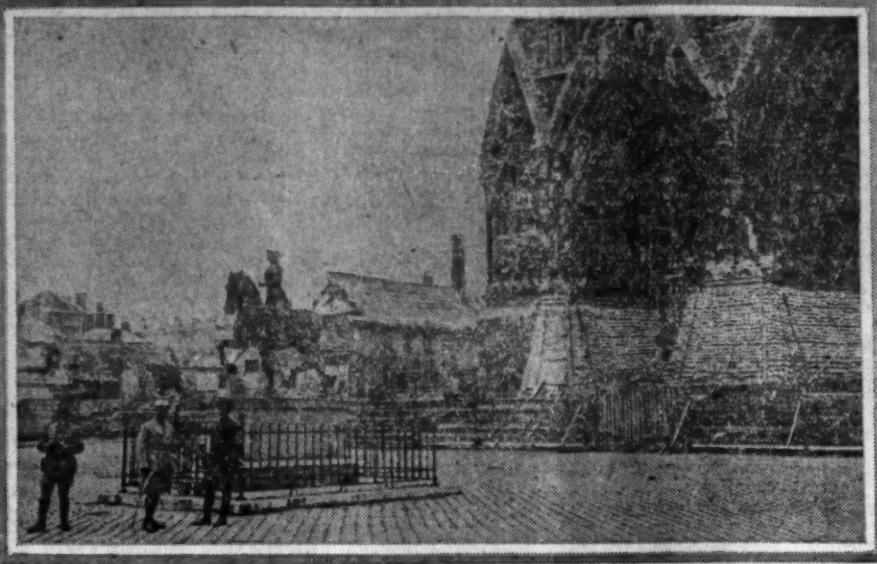
President Wilson's Administration has been characterized as a labor Ad-

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not serve as a very efficient protection to the aged and noted statue on the facade of the Cathedral, many of them being totally destroyed by German bombardments. Readers of this newspaper who wish a photo-

graphic copy of this picture may obtain it by sending ten cents to the Division of Pictures, Committee on Public Information, Washington, D. C. Enclose this clipping or mention photograph F. O. 384.

ministration. The present influence in the policies of the Government of the American Federation of Labor has seemed to many American radicals a remarkable example of the influence possible to a labor organization, provided it has moderate and patriotic leadership.

A working-class revolution in this country would have to reckon with the farmers. An astute observer has pointed out that if a Bolshevik came into the Court House square of a Middle Western town on Saturday and called on the downtrodden to rise against their oppressors the farmers would wonder whom they had oppressed. There are some sections of the country, however, where the farmers have economic grievances. In the Southwest the percentage of tenant farmers is higher than in most other parts of the country, and here there was considerable anti-draft agitation last Spring. The two most notable of the secret organizations which made a momentary stand on a sort of undigested Bolshevik program were the Working-Class Union and the Jones Family. Both were primarily anti-war and neither lasted long. The name of the one is taken from the conventional vocabulary of industrial revolution; the other has all the ring of a native growth, something sprung from the soil. But so far there has been no extended and scientific account of the membership or tendencies of these organizations, which died so quickly that their actual import may never be known.

Of a different sort is the Farmers' Non-Partisan League, now holding

much political influence in the Northwest. This was born of a concrete and immediate grievance of the wheat growers against the operators and millers of Minneapolis and Duluth; its organizer, A. C. Townley, was extremely capable as an agitator, but, so far as can be judged from his statements, has never thought his program through to a logical conclusion. The league is growing and its program is growing, but it remains to be seen what it will amount to when it has remedied the specific complaints which gave it birth. Mr. Townley attempted, without much success, to obtain the co-operation of the Federation of labor last Fall; and his failure has been attributed to his earlier opposition to war measures. At present the pro-Bolshevik look hopefully toward the league, but whether they will get any co-operation toward the proletarian revolution remains to be seen.

The I. W. W., most notorious of American industrial revolutionary organizations, has in almost every case where it has appeared in American history been a symptom rather than a cause. It flourishes where the wrongs of labor are great and where stiffnecked employers have given no opening for more moderate union organizations; it usually dies away when conditions are ameliorated.

These are some of the principal factors in the present industrial-political situation in America. It is safe to say that most Americans are likely to believe that despite the inconvenient tradition of literal industrial warfare

neutral nations, so far as they are visible to observers with no private facilities for information. There remain two general considerations which may affect the possible extent of the revolutionary movement.

The first of these has to do with the basis of Socialist philosophy. The theory of socialism, like that of the German military party, which has co-operated so often with revolutionary Socialists outside of Germany, is materialistic; it holds that men will do that which works for their material welfare. Undoubtedly the great economic incentive to overturn at the present time, present in all countries but in varying degrees, is the food shortage and other miseries occasioned by the war. It remains to be seen if much of the revolutionary tendency will not vanish when peace brings amelioration of these conditions; and this, it is now generally held, was the motive back of Lord Lansdowne's famous letter.

The last point is the position of the Bolsheviks in Russia. They have stirred up counter-revolutions all around them by their crusade against the Governments of the new buffer States, and counter-revolution, like revolution, has a habit of swinging to extremes. A recent writer in The New Europe has said that Eastern Europe today is like Monte Carlo—you must play either red or black, or put your money on the zero. If the Russian Church has even a small part of its supposed power with the masses, the revolution has made an extremely dangerous enemy. In any event, Lenin and Trotsky have arrayed against them, by their revolutionary crusade, the Governments of the Central Powers; and they have certainly won no friend among the allied Governments. There are not lacking those who still predict that this party, most of whose leaders are not of the Russian race, will have but a short tenure of power; and if Bolshevism collapses in its source there is less likelihood of a widespread movement toward industrial revolution.

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BIG FRENCH CHIEF, HAILING AMERICANS, KISSES OLD GLORY

Says They Are To Hunt Savage
Beasts Cooped Up In
Barbed Wire

HOUSED IN A DEEP CAVERN

Grottoes Named For Home Cities
And There The Men Eat,
Sleep And Sing

By Lincoln Eyre

Headquarters French Army, Feb. 11 (delayed by censor).—To "hunt in company with trained hunters, men, savage beasts fenced in by our barbed wire," as a French corps commander phrased it, (deleted) troops have gone into line in the Chemin des Dames sector. They are units to take their place on the front.

For the first weeks they will be scattered, company by company, among French battalions, in much the same fashion as the first contingent was grouped during its instructional period in the Rhine-Marne Canal sector last October.

Once their trench training is completed, however, (deleted) will hunt the savage Boches on their own hook, most likely by the side of seasoned American troops holding the line northwest of Toul. By this time it is clear that part of the front confided to the United States will continue to be in the Toul region, for that, of course, is a question answerable only by our high command, but merely that some day all the American forces will be together under their own leadership exclusively.

Rashly Drew Fire

Troops began moving into the trenches in Soissons—the scene of some of the bitterest battles of the war—the night before last. Their losses during the first forty-eight hours were negligible. Half a dozen men were wounded and one killed by shelling, when the recklessness of individuals brought down upon one battalion. Insufficiently appreciative of the perils of exposing one's self to enemy observers, some adventurous spirits insisted upon peering over the edge of the parapets. Not only did they draw the German fire, but they probably enabled the Germans to identify them as Americans, owing to glimpses of American helmets and olive drab uniforms their rashness afforded the Boches' binoculars.

This foolishness disappeared after the men had undergone the first day's experience with the firing line. Their progress to the new zone of American military enterprise was carried out with far less hardship and stress than was the painful hike of the regiments which relieved the French northwest of Toul. They travelled in troop trains, and the time spent en route from the training area to the railhead in this region seldom exceeded eighteen hours. A bridge commander, who had allowed twenty-one hours as a minimum, found, when he rolled up in his automobile, that his troops were there ahead of him. The first battalion to detain was received by a guard of honor, consisting of a noted French battalion, and the ceremony of saluting the colors was gone through to the music of combined French and American bands. The commander of the French Army corps under whose jurisdiction the men come kissed the Stars and Stripes and made a little speech of welcome to the newcomers. He is one of a half-dozen French Generals known the world over as having commanded one of the great armies of France in the first months of the war. He received me and two other correspondents, who enjoyed the first privileged visit at the "front," and reiterated this greeting he had addressed to the men a couple of days before:

"I am glad to have the first troops America has provided for our common cause in my sector. We receive them not as guests but as brothers. We ask them to share with us on equal terms the perils and privations our own men have so long endured. Our sympathy, together with our comprehension of one another, will be deep rooted, I trust. Even difference of language is no bar—perhaps it is even helpful, for one cannot dispute with men whose language one cannot speak."

"Your young soldiers are like thoroughbreds, eager to spring into a gallop. Our own pollus, more clearly realizing the strain of the tremendous effort required of them, are content to go ahead at a steady trot, conserving their energies to reach the end of the course. Too much galloping at the start is dangerous if a long race."

Must Know How to Hunt

"Let us put it another way. The war on this front is a hunt of savage beasts fenced in by our barbed wire. To hunt them successfully requires a thorough knowledge of their habits and of the best methods of destroying them. One must go hunting in company with trained hunters until one is familiar with the treacherous wiles of these beasts. Once one has mastered the game, one can hunt alone."

I repeated the General's words to several American officers with whom I have talked since. All of them liked that last sentence best.

"We have to learn all the French can teach us up here, of course," one of them said. "But after we have learned that, we must join in the hunt in our own way, subject only to commands of our own chief huntman. I guess Gen. — agrees with us there."

Practically all the units in the Soissons area are quartered in places wrested from Germans less than a year ago in the French offensive of April, 1917. Most of them actually live in trenches, in the dugouts and huts and other shelters built and once inhabited by Boches. Staffs are

Ready for A Flight Over Enemy Positions



American fliers are already active on the Western front and the photographers of the Signal Corps have been making observations and photographs of the enemy positions

for some time. The photo shows a Signal Corps photographer ready for a flight over the German lines to photograph the trenches and battery positions.

installed in neat little houses tucked away under ledges of rock or camouflaged with painstaking Teutonic ingenuity. At least one of them is outwardly exactly as it was under enemy occupation. Meanwhile a Brigadier General and his aides are humorously apprehensive of what may befall them. The General, as it happened, had never been at the front before his arrival yesterday—he has not been in the trenches yet.

Saw His First Shell

"Just for that reason," he told me, "I didn't want to appear nervous and so hesitated to ask whether there were any dugouts anywhere around. I haven't seen any. Instead of that I nonchalantly inquired if the Germans ever shelled this place. A shell fell here about six months ago, but none ever comes nowadays," they told me. An hour later something I had no difficulty in identifying as a boche shell, although it was the first time I had heard one, exploded about 200 yards away. It was followed by about fifty others in rapid succession. While it went on we just sat tight, there being nothing else to do, but as soon as it stopped I found out where the dugouts were without further hesitation."

None of the shells fell near enough to do any damage. This General holds a record for the rapidity of his promotion. He enlisted in an infantry regiment as a private just after the United States entered the war. He was made a Captain next day and by successive leaps became Brigadier General a few weeks ago. Of course he had military training before.

I visited one of the cantonments immediately behind the front in which a battalion awaiting its turn in the trenches is billeted. A thousand men

are spaciouly housed in an immense cavern, partly natural in formation, partly blasted out by the boches during their long tenancy of it. Caves of this kind abound in the Soissons country, which is full of quarries and peculiar rock formations. They run down thirty or forty feet under a layer of solid rock, and, of course, are impervious to the heaviest deluge of high explosives.

Grottoes Like Great White Way

"You ought to have seen their faces as they marched down in here the other night," a Captain remarked. "They thought they were going to be in a quarry and found themselves in a good imitation of the Mammoth Cave."

"They got used to the strangeness of their surroundings very quickly, however, for when I saw them they had settled down in most matter-of-fact style. Each company was assigned a certain part of the subterranean barracks and sentries were posted to keep the doughboys from straying off and losing themselves a mighty easy thing to do. Entrances to grottoes, as the French call them, and galleries winding about through rock, have been named after American cities—New York, Brooklyn, New Orleans, Washington—and illuminated signs indicate one's whereabouts. Battalion and company offices were in little chambers separated with wooden partitions. Men slept on low wooden bunks covered with straw. A small generator supplied enough electricity to keep a few incandescents burning, but the electrical system is being extended, and soon the grottoes will look like the Great White Way before the Fuel Administrator got busy."

Subterranean Concerts

It was an uncanny walk along the pitch-dark passages, hearing Ameri-

can voices singing "My Bonnie Lies Over the Ocean" or "Dinah, de Moon Ahn Shining." The men were writing letters, reading or shaving by candle-light or singing by no light at all. They are forbidden to leave the cave except when on duty, in order to reduce the risk of detection by hostile airplanes. For the present, their work is limited to policing the premises, carrying fuel for rolling kitchens and similar odd jobs, but before many days have passed they will be getting plenty of exercise in the trenches.

Kitchens are lined up outdoors in a camouflage corner of the quarry, looking like battery howitzers. The Germans, I am informed, kept theirs in the same place and called them "hungerabwehr" cannons—cannons for prevention of hunger. Food is carried down into the cavern in marble canes—huge caldrons—each carried by two men.

From two grottoes this battalion will hike right into the firing line. They will find themselves then in trenches constructed by the French after they hurled the enemy down the slope from the Chemin des Dames in that famous drive of Oct. 22 last, which finished the job of freeing Soissons begun by Nivelle in the previous April. The ground from Soissons itself to the front lines resembles the face of the moon, pockmarked with shell craters, nook, pockmarked with shell craters, gaashed with dished trenches and gun emplacements, alive with interminable strands of snake-like, rusty, barbed wire.

PERSHING THANKS ITALIANS

Greeting To American Band In Rome
"A Great Honor."

Rome, Feb. 27.—At a luncheon given by General Alfieri, Minister of War, for Major Gen. Elton Swift, member of the American military mission to Italy, and Major Campanole, who accompanied the American Military Band, which came here from France, General Pershing expressing appreciation of the visit of the American band to Rome. The telegram follows:

"It is a great honor to the American Military Band to meet with such a cordial reception in Rome. It will deeply touch the hearts of our men. The closest national relations must surely grow out of the struggle in which the Italian and American armies and peoples are mutually engaged. United firmly in a common purpose, they will endeavor to win civilization for humanity."

General Alfieri and Ambassador Page toasted President Wilson, King Victor Emmanuel, and the American armies and peoples amid the most cordial and fraternal demonstrations. Those present included General Montanari, Under Secretary of War; General DeHaville, head of the Sanitary Service of the Italian Army, and Colonel Vachelli, head of the Division of the General Staff.

LABOR PICKS WALSH FOR POLICY BOARD

Former Head Of The Industrial
Relations Commission Is
Expected To Accept

TO ALTERNATE WITH TAFT

Kansas City Man And ex-Pres-
ident Stated For Chairman-
ship Of The Sessions

Washington, Feb. 27.—The representatives of labor on the board to prepare a Federal labor policy have selected as the sixth representative Frank P. Walsh of Kansas City, formerly Chairman of the Federal Commission on Industrial Relations and now engaged as special counsel for the employees of the packers in the investigation of the meat industry.

Secretary of Labor Wilson stated tonight that it was expected Mr. Walsh would accept, although no reply had been received from him since the notification of his selection had been telegraphed to him at Chicago.

The Board on Labor Policy plans to meet a week from today, at which time ex-President Taft, selected by the employers' representatives on the board as the sixth member on that side, and Mr. Walsh are expected to be present.

The report was circulated today that the labor representatives on the Policy Board had decided to invite Justice Louis D. Brandeis of the United States Supreme Court to act as their sixth member on the board. This statement was denied by Secretary Wilson. It is understood that Justice Brandeis's name was considered, and it was held that it would be proper for him to serve with the board if he could get the time to do so. It was known, however, that his duties on the bench and philanthropic activities absorbed all his time.

It is the present plan to have Mr. Taft and Mr. Walsh act alternately as Chairman of the Labor Policy Board.

SWISS INDIGNANT AT SPIES

Many Germans Arrested For Espion-
age And Smuggling

Further revelations of the activities of foreign spies and smugglers in Switzerland continue to swell the indignation of the peaceful citizens of the Alpine Republic, according to items found in copies of Swiss newspapers. A report from Rorschach printed in the Thurgauer Zeitung says:

"One undying piece of news follows another from our northeastern

border. The Maurer case [Maurer is the Swiss Major condemned last December to eighteen months' imprisonment for having smuggled cotton into Austria and Germany] was immediately followed by the Werder case, and just at the moment when this affair becomes generally known there, are arrests for espionage in Rorschach and Kreuzlingen. That our people are extremely agitated is very evident and comprehensible. It is true that so far the arrests in Kreuzlingen and Rorschach are still shrouded in mysterious darkness. It is only known that they were made because of espionage and at the suggestion of higher officials.

"Thus far three persons have been arrested in Rorschach, with the possibility of more following, and the same holds true for Kreuzlingen. The greatest sensation has been caused by the arrest of the head of the military police in Rorschach, Lieutenant Merian, a native of Basel, who comes from Zurich and is supposed to be a Doctor of Laws. He was arrested in his hotel immediate-

ly after dinner. At the same time the owners of the 'Kettenhaus' store in the main street were taken into custody; first the shopkeeper Walchel, a German, who, to the surprise of the neighborhood, has never been called for service in the German Army, and then his partner, Maurer, also a German, who is said to have come by chance to Rorschach on furlough a few days ago.

"Simultaneously, two arrests were made in Kreuzlingen under rather dramatic circumstances. One of the persons arrested was Kohler, an officer of the military police, who had been in the military police service practically uninterruptedly since the outbreak of the war and who formerly belonged to the city police of St. Gall. The other was a German Doctor of Laws named Nast who had been active in a responsible position in the German Pass Bureau at Kreuzlingen, but who is said to have done considerable traveling. He was often seen in Rorschach in the company of Lieutenant Merian something that had then attracted attention in certain circles."

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To avoid imitation, the public are cautioned to note the above illustrations which are printed on each sack of the respective brands, viz: The "Battle-ship" and the "Star Decoration" are in green print, while the "Happiness" is in blue and red. Samples furnished free on application to our head office, 49 Avenue Edward VII, Shanghai. Best attention given to enquiries for quotations, and orders promptly executed.

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Drawing Inks	Ranging Poles
Drawing Tables	Levelling Rods
Water Colours	Measuring Tapes and Chains
etc.	etc.



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200 c.p.	" 2.50 "

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AMERICAN AIRMEN A SURPRISE TO TUTORS

Show Quick Adaptability In
Training—47 Fatalities In
The Seven Texas Camps

Dallas, Texas, February 12.—The American youth has a natural aptitude for flying. It was revealed and is being developed in seven aviation training stations in Texas, and, during the winter, flyers have been turned out from them with a proficiency and in numbers that have fully satisfied the American officers and have proved almost startling to instructors from the Allied armies who are here to give the Americans the advantage of their experience.

There are six American and one British aviation stations in the State. The American camps are at Fort Worth, San Antonio, Houston, Waco, Dallas, and Wichita Falls. At Fort Worth the Royal Flying Corps, a camp of young Canadians trained by British officers, are in daily competition with the Americans in an adjoining camp. A goodly number of young Americans also are enlisted with the Canadians. A regard for military secrecy prohibits relating the total number of students who have taken to the air here this winter. It reaches a figure that gives great comfort to the military men who know, and are not displeased with the total advancement made by the men, the number of accidents reported has been surprisingly small, it is stated.

The death of Vernon Castle while flying at the British camp on Feb. 15, and the death of James S. Ringland of Dover, England, at the same camp on Feb. 21, together with the death today of Cadet Franklin Fairchild of Pelham, N. Y., at the American Camp at Fort Worth, brought the total killed in airplane accidents to Feb. 23 to 47.

The British fliers at Fort Worth have lost far more than any of the American camps. The high fatality record among the British, it is said, is the direct result of the more strenuous system of practice and drill which they use. Thirty-three deaths have occurred at the two camps at Fort Worth, while Houston, next in the list, has had seven.

"They kill more at Fort Worth because they fly more," is the way a young aviation officer explained it. The British theory is that the men should receive early instructions in all the difficult work they will have to do in actual service, while the American trainers spend a larger part of their time in drilling in the fundamentals of flying. The young Canadians go into the air early for flights that are forbidden in the camps under United States control. They are taught the spirals, the dives and the loops that are a part of actual war flying, and so it is that if their mortality list seems out of proportion to those in the other camps, the British officers are not displeased with the accomplishments of the men under them.

The San Antonio station has had three fatalities. Dallas and Waco one each, and Wichita Falls two. Waco and Wichita Falls had perfect records until the week ended Feb. 2, when at Waco a pilot was killed in a collision with another machine in midair, and a cadet at Wichita Falls lost his life when his machine fell.

Several of the killed have been civilians or mechanics. In the early days of the American camp at Fort Worth a mechanic was struck by a

propeller when the engine back fired. There was a similar accident only recently when a college student examining an airplane which had landed on the campus of the Texas Christian University, got too near the propeller. He was struck on the head and killed almost instantly. At Denton, Texas, recently an aviator from Fort Worth stopped in a flight, and was persuaded into taking a civilian as a passenger. The airplane had hardly cleared the ground when trouble came. The plane crashed, killing the civilian and injuring the aviator.

An aviator from Ellington Field, Houston, recently ran out of gasoline a short distance from Bay City and telephoned for fuel. An automobile mechanic, who brought the gasoline, persuaded the pilot to take him for a ride, and an accident resulted, the plane falling when only a few hundred feet in the air. The mechanic was killed and the aviator injured.

An unexpected effect of the frequent presence in the air of the flying machines has been the almost total disappearance of birds from the neighborhoods of the camps. Wild doves, which have heretofore been common, flying in flocks in Northern Texas, are never seen within miles of a camp, and in their northward spring flights the game birds, the ducks, and geese are conspicuous by their absence from the skies, about Fort Worth in particular.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Kasuga Maru Apr. 2
Per N.Y.K. s.s. Sdzuka M. Apr. 3
Per N.Y.K. s.s. Kumano M. Apr. 4
For U.S. Canada and Europe:—
Per N.Y.K. s.s. Kashima M. Mar. 31
Per T.K.K. s.s. Tenyo Maru Apr. 12
MAILS DUE
From U.S. Canada and Europe.
Per C.P. s.s. E. of Asia... Mar. 31

Shipping Items

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.
The L.C. s.s. Tuckwo left Hankow for Shanghai on Thursday.
The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.
The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.
The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.
The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.
The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.
The C.M. s.s. Kiangshin left Hankow for Shanghai yesterday.
The C.N. s.s. Tungting will leave Hankow for Shanghai today.
The N.K.K. s.s. Tachi Maru left Hankow for Shanghai yesterday.

Sailed from Shanghai

For London, etc.
Inaba Maru Mar. 3
Kanagawa Maru Jan. 13
Mishima Maru Jan. 21
Momonoshima Jan. 30
For Liverpool
Kawachi Maru Feb. 17
Tatung Maru Jan. 24
For New York
Matoppo Dec. 3
For San Francisco
Ecuador Mar. 7
Korea Maru Mar. 12
Siberia Maru Mar. 26
Colombia Mar. 30

For Tacoma
Justin Mar. 10
For Seattle
Pushimi Maru Mar. 17
Africa Maru Mar. 25
For Vancouver
Harold Dollar Feb. 28
Key West Feb. 21
For Marseilles, etc.
Altantique Mar. 26

Launch Services

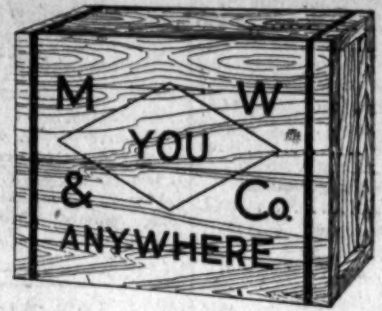
Tuesday, April 2, 1918.
The tender conveying passengers for S.M.R. s.s. Sakaki Maru will leave the Custom's Jetty at 1 p.m.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Mar 15	Japan	Fuso maru	581	Chi.	H.Y.P.I. Co.	HYPW
Mar 16	Hankow	Hanping	1839	Chi.	C.M.S.N. Co.	KLYW
Mar 16	Wanchow	Haean	3031	Jap.	N.Y.K.	OSKW
Mar 16	Hongkong	Iyo maru	828	Jap.	O.S.K.	CNWP
Mar 22	Foochow	Koboku maru	2088	Chi.	C.M.S.N. Co.	KLYW
Mar 23	Hankow	Kiangwan	406	Am.	S. Oil Co.	CKPW
Mar 23	Hongkong	Kwanah	417	Am.	S. Oil Co.	SOCC
Mar 23	Hankow	Meifoo	727	Dan.	G. N. T. Co.	9D
Mar 23	Hankow	Melan	1143	Jap.	M.B.K.	SHW
Mar 23	Japan	Monsoogal	1127	Br.	J. M. & Co.	SHW
Mar 23	Cruise	Pacific	1908	Jap.	K.M.	CNWP
Mar 23	Japan	Rokkusan maru	1909	Br.	B. & S.	CNWP
Mar 23	Hongkong	Salahadji				
Mar 23	Swatow	Wosang				
Mar 23	Japan	Yei maru				
Mar 27	Hongkong	Yingchow				

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
B.V.I.I.	Apr. 26	Cruise	Chiyoda	Jap. g-b.
C.N.W.P.	Oct. 26	Cruise	D. de Lagras	Fr. g-b.
F.A.O.B.I.	..	Cruise	Nightingale	Br. g-b.
	..	Cruise	Villalobos	Am. g-b.



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—JOHN RUSKIN

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Medici Art Society, London.

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Every careful parent will insist that medicine given to children should be absolutely pure, safe, gentle and free from narcotic drugs. Baby's Own Tablets, the Canadian children's remedy, are guaranteed not to contain one atom of any harmful drug or opiate. One tiny tablet easily crushed between thumb and finger is a sufficient dose for an infant from the day of its birth to six months old. Elder children in proportion.

The first effect of Baby's Own Tablets is to act gently and kindly on the bowels. Then they soothe, console, and promote calm natural sleep. Baby's Own Tablets are recommended for teething troubles, constipation, diarrhoea, colic, indigestion, fever, worms. They promote good appetite and regular development.

Obtainable from chemists, or post free at 60 cents the vial from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

SHANGHAI-NANKING RAILWAY

TEMPORARY TIME TABLE, IN FORCE FROM MARCH 22nd, 1918

Shanghai North To Nanking—Up (Main Line)										Nanking To Shanghai North—Down									
STATIONS	Local	Express	Fast	3rd	2nd	1st	Night	Local	Express	STATIONS	Local	Express	Fast	3rd	2nd	1st	Night	Local	Express
SHANGHAI NORTH	dep.	7.05	8.10	9.40	12.45	15.25	17.15	22.05		PEKING	arr.	8.35	11.40	14.40	16.45	18.45	19.55		
FOOCHOW	dep.	9.10	10.25	12.20	14.55	18.25	19.50	1.05		TIENSIN CENT.	arr.	11.40	14.40	16.45	18.45	19.55			
WUSHI	dep.	1.31	12.24	13.41	15.54	19.41	20.31	2.10		TSINANFU	dep.	22.37	23.27	24.17	25.07	25.57			
CHANGCHOW	dep.	6.50	1.12	13.16	15.03	18.51	21.35	3.10		PUKOW	arr.	23.27	24.17	25.07	25.57	26.47			
TANYANG	dep.	8.45	1.09	13.16	15.03	18.51	21.35	3.10											
CHINKIANG	arr.	8.45	12.02	13.13	17.18	18.43		4.56											
										NANKING	dep.	14.00	15.00	16.00	17.00	18.00			
										CHINKIANG	dep.	8.00	10.10	12.00	14.00	16.45	1.00		
										TANYANG	dep.	9.30	10.50	12.50	15.00	17.50	2.00		
										CHANGCHOW	dep.	7.00	10.24	12.18	14.50	17.50	20.47	3.06	
										WUSHI	dep.	8.15	7.10	11.28	13.38	16.43		4.11	
										FOOCHOW	dep.	9.35	8.08	12.23	14.54	18.55		5.12	
										SHANGHAI NORTH	arr.	12.15	10.15	14.20	17.50	21.50		7.00	

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

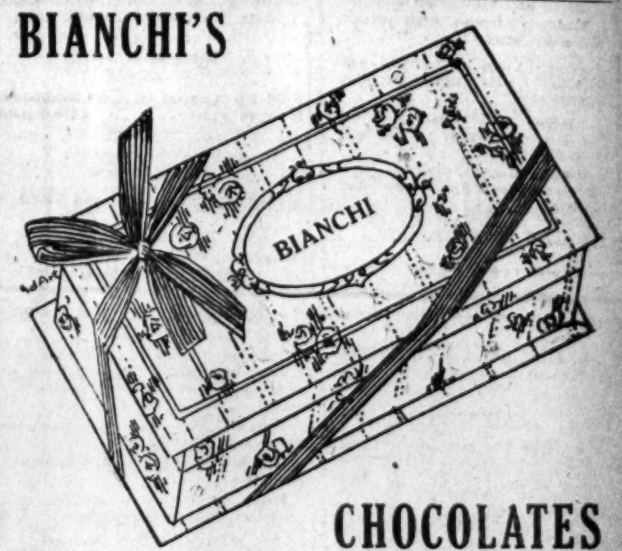
Woosung Ferts to Shanghai North—Up (BRANCH LINE)										Shanghai North to Woosung Ferts—Down									
WOOSUNG FORTS	dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	20.45	SHANGHAI NORTH	dep.	6.10	7.30	10.05	12.35	14.00	15.30	17.20	20.00
KIANGWAN	dep.	7.17	8.27	11.17	13.42	15.07	16.47	18.37	21.12	KIANGWAN	dep.	6.21	7.41	10.16	12.36	14.11	15.41	17.41	20.11
SHANGHAI NORTH	arr.	7.25	8.45	11.35	13.50	15.15	16.55	18.45	21.20	WOOSUNG FORTS	arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	20.35

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN"										MAIN LINE.		ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS		Local	Fast	Slow	Goods	Local	Ex-press	Local	Local	STATIONS		Local	Local	Fast	Slow	Local	Goods	Ex-press	Local		
Shanghai North	dep.	7.35	9.00	10.00			14.50	15.50		Zahkou	dep.			8.30	7.55		9.20	14.10	15.30		
Jessfield	dep.	7.51	9.16	10.23			15.06	16.06		Hangchow	dep.			7.00	8.30		10.00	14.35	16.05		
Sicow	dep.	7.58	9.23	10.38			15.13	16.13		Changsu	dep.			8.04	9.48		11.40	15.20	17.35		
Lungwa Junction	dep.	8.16	9.40	10.53			15.30	16.29		Yahshai	dep.			8.41	10.31		12.89	16.51	18.40		
										Kashai	dep.			7.15	9.28	11.22	14.10	16.30	19.30		
										Kashai	dep.			7.48	9.53	11.55	14.48	16.52			
Shanghai South	dep.	7.45	9.10	10.20	13.35	15.00	16.00	17.55		Sungshai	dep.			9.05	10.47	12.50	16.08	17.40			
Lungwa Junction	dep.	8.15	9.40	10.53	13.52	15.30	16.29	17.12													
Sungshai	dep.	8.59	10.45	12.02			16.07	17.42		Lungwa Junction	dep.	8.18	10.33	11.38	14.08	15.33	17.23	18.33			
Kashai	dep.	9.51	11.52	13.28			16.53	18.49		Shanghai South	arr.	8.35	10.50	11.55	14.25	15.50	17.40	18.40			
Yahshai	dep.	7.40	10.25	12.30	14.35		17.22	19.20													
Changsu	dep.	8.45	11.05	13.15	15.50		17.58														
Hangchow	dep.	9.45	11.41	14.00	16.50		18.24			Lungwa Junction	dep.	10.30	11.35	14.05		17.18	18.20				
Zahkou	arr.	11.10	12.50	15.25	18.30		19.19			Sicow	dep.	10.39	11.44	14.14		17.28	18.29				
		11.35	13.10	15.50	19.00		19.35			Jessfield	dep.	10.46	11.51	14.21		17.37	18.36				
										Shanghai North	arr.	11.00	12.05	14.35		17.55	18.60				

KONZENCHIAO TO ZAHKOU								KIANGSHOO BRANCH LINE.								ZAHKOU TO KONZENCHIAO							
Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	10.10	12.25	14.55	17.50	19.15									
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	15.55	17.50	19.15								
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27								
Zahkou	arr.	9.40	12.10	15.00	18.55			Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40								

R. Restaurant Cars.



FINANCIAL AND COMMERCIAL NEWS

Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, March 28, 1918.
Money and Bullion

Gold Dollars Bank's buying rate
@ 105.1=Ta. 94.79

73.1=Max. \$120.38

Max. Dollars Market rate: Ta. 72.5

Dragon Dollars: native bank rate

Shanghai Gold Bars: 978 touch Ta. 573

Bar Silver per tael 1805

Copper Cash per tael 1805

Sovereigns:

Buying rate @ 4/4d.=Ta. 4.63

exch. @ 73.1=Max. \$6.35

Peking Bar08

Native Interest08

Latest London Quotations

Bar Silver 455d.

Bank Rate of Discount 5%

Market rate of discount:—

3 m-s. %

4 m-s. %

6 m-s. %

Exchange on Shanghai, 60 d-s.

Ex. Paris on London Fr. 37.25

Ex. N. Y. on London T.T. \$47.68

Consols 1

Exchange Opening Quotations

London T.T. 4/48

London Demand 4/48

India (nominal) T.T. 204

Paris Demand 598

New York Demand 104

Hongkong Demand 104

Japan T.T. 493

Batavia T.T. 2293

Banks Buying Rates

London 4 m/s. Cda. 4/6d.

London 4 m/s. Docy. 4/6d.

London 5 m/s. Cda. 4/6d.

London 5 m/s. Docy. 4/6d.

Paris 4 m/s. Cda. 4/6d.

Paris 4 m/s. Docy. 4/6d.

New York L. C. 4 m/s. 107

Customs House Exchange Rates For

March

Sh. Ta. 4.35 @ 4/31 = 21

1 @ 575 = Francs 6.41

0.89 @ 1093 = Gold 5

1 @ 511 = Yen 2.17

1 @ 15 = Rupees 2.53

1 @ — = Roubles —

1 @ 1.60 = Mex. \$1.60

Rubber Prices

Messrs. R. N. Truman and Co.

are in receipt of a telegraphic report

from their Singapore Agents in con-

nection with the last weekly rubber

market held on March 27, as follows:

Market opened on Wednesday

March 27, 1918.

No. 1 Smoked Sheet—\$85 per

picul equivalent to 18. 9/4d. in

London.

No. 1 Crepe—\$95 per picul

equivalent to 18. 11/4d. in London.

And then advanced in the afternoon

to \$92, 1/10%; \$97 2/10%, market

closed on Thursday, March 28, \$98

1/9%, \$94 1/11%, demand is good

at last price, offered 787 tons; sold

614 tons. Shipments to London are

being resumed April, space allot-

ment as before.

Silk Market

Messrs. William Little and Co's

report for week ending March 28,

says:—

White Silk.—The market has

ruled quiet at somewhat lower rates.

Twist Filatures.—Red Dragon 1,

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13,

14, 15, 16, 17, 18, 19, 20, 21, 22,

23, 24, 25, 26, 27, 28, 29, 30, 31,

32, 33, 34, 35, 36, 37, 38, 39, 40,

41, 42, 43, 44, 45, 46, 47, 48, 49,

50, 51, 52, 53, 54, 55, 56, 57, 58,

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86, 87, 88, 89, 90, 91, 92, 93, 94,

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327, 328, 329, 330, 331, 332, 333,

334, 335, 336, 337, 338, 339, 340,

341, 342, 343, 344, 345, 346, 347,

348, 349, 350, 351, 352, 353, 354,

355, 356, 357, 358, 359, 360, 361,

362, 363, 364, 365, 366, 367, 368,

369, 370, 371, 372, 373, 374, 375,

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital \$1,000,000

Reserve Fund 1,000,000

Reserve Liability of Share-

holders 1,000,000

Head Office:

25 Bankers, London, E. C.

Joint of Directors:

Mr. Montagu Cornish Turner, Chair-

man.

Mr. Henry S. Cunningham, K.C.I.E.

Mr. E. Outhwaite, Esq.

Mr. Alfred Dent, K.C.M.G.

W. H. Neville Goshen, Esq.

The Rt. Hon. Lord George Hamilton,

G.C.B.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City & Midland Bank

Limited.

The National Provincial Bank of

England, Limited.

The National Bank of Scotland,

Limited.

Agencies and Branches:

Amritsar, Delhi, Ferozepur,

Bombay, Calcutta, Cawnpore,

Colon, Hongkong, Kanton,

Lyons, Madras, Manilla,

Shanghai, Singapore, Soerabaya,

Tientsin, Yokohama.

London Branch: 15, The Bund.

Drafts granted on the above

Agencies and Branches and also on

the principal Commercial Cities

throughout the world. Bills of Ex-

change bought. Travelling Letters of

Credit issued and every description

of Banking and Exchange business

undertaken.

Interest allowed on Current De-

posit Accounts, according to arrange-

ment.

Fixed Deposits are received for

twelve months and shorter periods

at rates to be ascertained on applica-

tion.

A. I. D. STEWART,

Manager.

BANQUE DE L'INDO-CHINE

Capital Frs. 40,000,000.00

Reserve Frs. 40,000,000.00

Agencies and Branches:

Bangkok, Canton, Hongkong,

Lyons, Manilla, Peking, Singapore,

Tientsin, Yokohama.

London Branch: 15, The Bund.

Drafts granted on the above

Agencies and Branches and also on

the principal Commercial Cities

throughout the world. Bills of Ex-

change bought. Travelling Letters of

Credit issued and every description

of Banking and Exchange business

undertaken.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—

Sterling \$15,000,000 @ 2s. \$15,000,000

Silver 15,000,000

\$24,000,000

Reserve Liability of Pro-

prietors \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. P. H. Holyoak, Chairman

G. T. M. Edkins Esq. Deputy

Chairman.

F. C. Butcher, Esq.

A. H. Compton, Esq.

S. H. Dodwell Esq.

C. S. Gubbay, Esq.

Hon. Mr. D. Landale.

W. L. Pattenden, Esq.

Chief Manager.

Hongkong—N. J. Straus.

Branches and Agencies:

Amoy, Ipoh, Peking,

Bangkok, Johore, Penang,

Batavia, Kobe, Rangoon,

Bombay, Kuala Lumpur, Saigon,

Calcutta, London, S. Francisco,

Canton, Lyons, Shanghai,

Colon, Malacca, Singapore,

Foochow, Manila, Sourabaya,

Hankow, Nagasaki, Tientsin,

Harbin, New York, Tsingtao,

Hollu, Yokohama.

London Bankers:

London County and Westminster

Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Ac-

counts and on Fixed Deposits accord-

ing to arrangement.

Local Bills Discounted

Credits granted on approved

Securities, and every description of

Banking and Exchange business

transacted.

Drafts granted on London and the

Business and Official Notices

MUNICIPAL NOTIFICATION

No. 2506.

PNEUMONIC PLAGUE.

PRECAUTIONS FOR FOREIGNERS.
When it becomes necessary to take the following precautions the public will be notified:

Those whose work brings them in close contact with large numbers of Chinese should wear masks, especially indoors.

Chinese servants should be kept at home as far as possible. When it becomes necessary for them to go to market, etc. they should be provided with masks, which they should wear properly fixed from the time of going out until return. During necessary visits to relatives etc. the same precaution should be taken.

A sample mask may be obtained now on application to the Health Officer which can be copied quite easily at home. The long ends of the mask should be cut into three tails, one of which is tied behind the neck passing below the ear, the other above the ear, and the middle tail above the head to keep it from slipping down. The same side of the mask should always be worn against the face. The mask should be tied to the face snugly against the face so that the air breathed has to pass through the cotton wool pad. Sometimes it is necessary to plug the angles at the sides of the nose with wool.

The protection conferred by the use of the mask may be considered absolute.

By order,

N. O. LIDDELL,

Acting Secretary.

Council Room,

Shanghai, March 22, 1918.

17264

ZEE YUNG CHONG

General Contractor, Private Road, Pavement, and Tennis Court Builder. Experienced in all types of ASPHALTIC Work. The most hygienic, dust-proof and permanent treatment for roadways, paths, alleyways, etc.

CHARGES REASONABLE

Guaranteed to give satisfaction

Add. 373-8 Markham Road.
Tel. West 522.

17011

HONMA HOSPITAL,

No. 24 Miller Road. Tel. North 2961.

Dr. T. YAMADA,

(former Assistant at the Imperial University at Tokyo and Fukuoka.)

Internal Medicine, Children's Diseases.

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases.

Russian Lady Dentist

Miss. A. Gahman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17267

Kingman Bros.

DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

If you need fashionable clothes go to

Henry
the Tailor

Whom the Americans call "The Shanghai American Tailor," He learned the art of cutting from an American tailor who was employed in his shop for three years. Recommended by some of the most prominent men both in Shanghai and other parts of China.

J-14 Seward Road, Near Hongkong and Shanghai Bank, SHANGHAI

A. BARAM

979 Broadway East.

Second-hand clothes Bought.

Please write.

17331

SHANGHAI GOLF CLUB

EASTER MONDAY

Ladies are cordially invited to play all day at Kiangwan and to complete in the driving, putting and approaching Competitions.

H. H. FOWLER,

Secretary.

17365

SHANGHAI-NANKING RAILWAY

Resumption of THROUGH
Passenger Bookings

On and from the 29th instant the THROUGH booking of passengers to and from Stations on the Northern Railways is resumed, subject to the following precautions:—

Passengers must wear efficient masks on arrival at Nanking Ferry and until the train leaves Pukow, and vice versa. Any passenger neglecting this precaution will be detained in quarantine at Nanking or Pukow.

All staff liable to come in contact with passengers will be efficiently masked.

Masks may be procured from Train Attendants—price 50 cents each.

By order,

THE TRAFFIC MANAGER.

17235

MUNICIPAL NOTIFICATION

No. 2510.

7% LOAN 1918

UNDER the authority of Resolution VI passed at the Annual Meeting of Ratepayers on March 27, 1918, the Council hereby invites applications for debentures in the 7 per cent Loan of 1918.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on December 31, 1928.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 48 Kiangse Road, to whom all inquiries should be addressed.

By order,

N. O. LIDDELL,

Acting Secretary.

Council Room,

Shanghai, March 29, 1918.

17359

The Tientsin-Pukow Railway Administration

Notification No. 274.

Invitation of Tenders (090/4)

Tenders which will be opened at 3 p.m. on the 20th day of May, 1918, are hereby invited for the supply of 266 pieces of Locomotive and Carriage Tyres and 60 lengths of Flat Spring Steel. Tender forms attached with drawings and full particulars may be obtained on payment of a sum of \$5.00.

(sd.)

S. C. SHU,

Managing Director.

Tientsin, 22nd March, 1918.

17255

CAST IRON

IMMEDIATE DELIVERY

ANY QUANTITY

Apply to

Sole Selling Agents

THE ITALIAN TRADING CO.,

48 Peking Road

Tel. C. 2737

17366

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Friday, Saturday and Monday, the 29th, 30th March and 1st April on account of the Easter Holidays.

17309

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 31, 1918

Date and Destination	Per	Ch.	Br.	USA	Rus.	Jap.	Reg.
Today							
River Ports...	Train & Str.	11.30					11.30
Swatow, Hongkong & Canton	China	11.30					11.30
Peking and Tientsin (Every day)	Train	7.00					17.00
Tientsin (Daily except Sunday)	Hakshin m.	10.00					18.00
Tientsin							
Tomorrow							
Russia via Siberia...	*Via Pukow	11.00	17.00		18.00		17.00
Weihaiwei, Chefoo & Tientsin	Kingsing	11.00	17.00				17.00
Hon-kong							
Tientsin	Hsinfung	11.00					17.00
Siberia	Train & Str.	11.00					17.00
Wungo							
Hankow							
Tuesday, April 2							
Japan & America v. Nagasaki	Kasuga maru	11.00	17.00		18.00		17.00
Weihaiwei, Chefoo & Tientsin	Shengking	11.00	17.00				17.00
Hon-kong							
River Ports...	Train & Str.	11.00	17.00				17.00
Swatow, Hongkong & Canton	Suiyang	11.00	17.00				17.00
Hongkong							
Wednesday, April 3							
Russia via Siberia (P. Train)	*Via Pukow	11.00	17.00		18.00		17.00
Amoy and Hongkong							
Amoy, Hongkong and Canton	Shikiang	11.00	17.00				17.00

† This office with remain open until 6 p.m. on the 16th, last in connections with this mail.

* Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 8 p.m. Parcel post 4 p.m. previous day, money orders 3 p.m. previous day.

D Letters and boxes with declared value 9.00 a.m. Parcel post 4 p.m. previous day.

*Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

Passengers Arrived

Per N.Y.K. s.s. Kasuga Maru from

Yokohama:—Messrs. A. J. S. Stearn and J. S. W. Remedy.

Per L.C. s.s. Kutwo from Wuhu:—

Mr. Bernard and Mr. and Mrs. C. Hamilton.

Per C.M. s.s. China from Japan, Etc.:—

Messrs. F. C. Charman and En Sal Tai, Rev. K. Knipers, Miss S. Walker, Rev. J. Poort, Rev. R. Zeinstra and Mr. K. Nishiyama.

Per N.Y.K. s.s. Kasuga Maru from

Japan:—Mr. A. J. S. Stearn, Mr. C. Tambo, Mr. T. Tomita, Mrs. I. Ito, Mrs. T. Tomita, Mr. K. Shimoura, Mr. R. Koyama, Mr. T. Kojima, Mr. K. Hikobe.

Per C.P. s.s. Empress of Japan from

Manila, Etc.:—Mrs. H. Whitehouse and infant, Messrs. H. M. Richards, A. O. Pedersen, B. Adams, Miss M. Piercy, Mr. and Mrs. J. J. Meridona, Mr. and Mrs. S. Hatori and Miss J. A. Craig.

Per L.C. s.s. Kingsing from Tien-

tsin and Chefoo:—Messrs. R. Hume, Yumbrum, S. Black, E. G. and T. W. Formane, C. W. Harvey, K. W. Tule, Kew, Yew, Ruthenferel, Cepelle, E. Nil, J. Arnold and S. Autouovital.

Messdames Verandont, Barranel and A. Devorchin and 3 children.

Per P.M. s.s. Colombia from Hong-

kong:—Mr. E. Baud, Mr. F. N. Bell, Mrs. L. G. Brockway, Miss Elsie Brockway, Mr. T. Dalling, Mrs. T. Engler, Mr. Louis Getz, Rev. D. C. Graham, Mrs. D. C. Graham, Miss Margaret Graham, Miss Ruth Graham, Mr. W. P. Hough, Mrs. J. M. Howard, Mr. L. P. Leung, Miss P. P. Page, Miss W. Roeder, Mr. Y. Sugiyama, Miss M. G. Van Wynsberghe, Mr. B. M. Webb, Mr. E. B. Walte, Mr. W. M. Welsh, Mr. Yeung See Tong.

Per N.Y.K. s.s. Kashima Maru from

Manila, Etc.:—Hon. D. R. Hall, Mrs. E. A. Hall, Mrs. Buhmyer, Mr. A. S. Jones, Mr. and Mrs. Squires, Mrs. N. Fox, Mr. and Mrs. Roberts and 2 children, Mrs. E. A. Kindergeran, Miss A. L. Kindergeran, Mr. S. S. Day, Mr. Buchman, Mr. J. H. Blackstone, Mrs. W. H. Baker, Mrs. J. S. Adams, Miss Davies, Mr. and Mrs. Nottara, and child, Mr. A. Blane, Mrs. B. L. Eisler.

ANTIMONY

REGULUS

(99% Pure)

ALWAYS IN STOCK

Apply, Hupeh Government

Smelting Works, Wuchang.

Tel. address "HUPEHMEINE"

10066

ISIS THEATRE

CORNER OF JUKONG &

N. SECHUEN ROADS.

N.B. Please do not confound our respectable theatre with any DANCING HALLS now sprung up in the same street.

Matinee Today at 3 p.m. Showing "PROTEA" Detective film 5 Parts.

Matinee Tomorrow, Easter Monday at 3.30 p.m. "NEW FEATURES"

TONIGHT

PROTEA

TONIGHT

SPECTACULAR DETECTIVE STORY IN 5 PARTS

ON MONDAY, 1st APRIL

THE GREAT

FEATURE ???

ON THURSDAY, 4th APRIL

THE CELEBRATED

MASTERPIECE PANTHEA

Passengers Departed

Per N.Y.K. s.s. Yamashiro Maru for Japan ports:—Mr. K. Teurumi, Mr. Zee, Mr. J. G. Jensen, Mr. J. Shimano, Mr. Ching, Mr. G. Ogura, Mr. Su and Mrs. I. Sakata, Mr. E. Koga, Mr. K. Matsuyama, Mr. H. Nakajima, Mr. and Mrs. S. Ichikawa and 3 children, Mrs. A. Drachenfels and 4 children, Mr. Ching, Mr. Ling and 1 child.

Per N.Y.K. s.s. Kashima Maru for Japan ports, Seattle, Etc.:—Mr. S. Takayama, Mr. and Mrs. K. Yokoyama, Mr. L. Street, Mrs. T. Sugano, Mr. T. Saegusa, Mr. R. Hayama, Mrs. Beytagh and 2 children, Mr. K. Horieuchi, Mr. S. Kawaguchi, Baron and Baroness Y. Fujimura, Mr. and Mrs. G. T. Guignard and 3 children, Mr. Niel Justesen, Mr. J. Mason, Mr. and Mrs. G. Brames and 2 children, Mr. S. Yoshino, Mr. and Mrs. Koyama and child, Dr. and Mrs. Marsh.

Per P.M. s.s. Colombia for San Francisco:—Mrs. B. A. Robert and child, Mrs. E. E. Lane, Masters Ed. Lane and J. Lane, Misses J. H. Nevett, B. Lachowitch and K. L. Schaffer, Messrs. S. A. Vafolmerff, J. H. Pasnacht, J. E. Fraser, P. Bauer, J. E. Brooke, H. R. Wimsatt, H. E. Morton, Wm. Scott, P. Pallagut, F. E. Woels, Ed. Fanstone, L. R. Bremner, F. C. Hercherberger, Chas. T. Nelson, J. T. Mourne and A. K. Hitchcock. For Yokohama:—Mr. and Mrs. J. F. Downey and Mr. H. A. Jerome. For Honolulu:—Messrs. Tam Kow, H. Golden, Harry Hornsby, C. J. Abrahamson, A. C. Cooper and Harri Friedly, Misses B. Rosscattnach, B. C. Dring and E. S. Ormesher and Teleforo Laslo.

Per C.P. s.s. Empress of Japan for Vancouver, B.C.:—Capt. J. Barret, Mrs. Coghlan and child, Mr. and Mrs. J. O. Currow, Miss L. E. Dinwoody, Rev. and Mrs. E. Hunt, Messrs. H. G. C. Hallock, M. Herder, T. J. F. Morran, W. J. Burke-Scott, Miss P. Hoare, Mrs. E. S. Lane, Mr. and Mrs. H. C. Norman, Mr. and Mrs. P. J. Smith, Masters P. G. and R. H. Smith, Misses M. J. and O. M. Smith, Mrs. E. O. C. Schwanenberg, Mrs. E. Saker, Master

H. Silby, Mrs. S. Napier Smith, Dr. Wm. Shearer and Mr. and Mrs. Skinner Turner. For Japan ports:—Mr. B. Harbush, Mr. and Mrs. R. H. Eckford, Mrs. J. Johnstone, Master J. Johnstone, Rev. and Mrs. J. L. McLaughlin, Miss L. McLaughlin, Master Ronald and Arlyn McLaughlin and Miss Sloper.

Sicawei Weather Report

29.—Overcast and gloomy weather in the Northern districts; mist or fog in the Central and southern ones the barometers have moderately fallen in the North; they have slowly risen in the Central regions.

30.—Very fine weather. Southerly breezes in our regions. Barometer rising.

Sunday, March 31, 1918.

WEATHER 4 A.M. 9 A.M.

Bar. at Centg. mm...	766.05	767.78
Bar. at Centg. inches...	30.16	30.23
Variation for mm 24h	12.67	12.84
Variation for mm 12h	12.26	11.15
Wind—Direction	ESE	8
Wind—Kilom per hour	2	9
Wind—Miles	1.2	5.6
Temperature—Cen	37.8	127.0
Temperature—Fah	38.9	52.6
Humidity co	97	69
Nebulosity 5-10	0	0
Rainfall mm	—	—
Rainfall inches	—	—

AMUSEMENTS

APOLLO THEATRE

Programme for Tonight, March 31st.

THE FINE GOLD ROOSTER FILM

"THE STREETS OF ILLUSION"
"THE STREETS OF ILLUSION"

Featuring the irresistible

GLADYS HULETTE

GLADYS HULETTE

A gold Rooster film needs no booming—neither does Gladys Hulette. We assure you that it is "AN APOLLO SUCCESS!"

PATHE'S AMERICAN GAZETTE

PATHE'S BRITISH GAZETTE

"ALL ABOARD"

A trainfull of fun and mischief

THE BAIRNSFATHER CARTOONS

Another of this splendid series by the man who made the army laugh with "ERB" "OLD BILL" "THE WALRUS"

MATINEE, Today 3 p.m.

Baby Sunshine in

"CAPTAIN KIDDO"

MATINEE, Easter Monday, 3 p.m.

"THE SPIRIT OF FRANCE"

Programme for April 1st, 2nd and 3rd

FINAL CHAPTERS OF

"JUDEX!!!"

"JUDEX!!!"

Chapter 11.—"THE WATER SPRITE" Chapter 12.—"LOVE FORGIVES"

PATHE'S AMERICAN GAZETTE

PATHE'S BRITISH GAZETTE

ANNALS OF THE WAR

Three great topical news pictures

"A QUIET SUPPER FOR FOUR"

"SUZANNE IN THE BATH"

A couple of real good "Apollo" Comics

Time and Prices as usual.

Thursday next, April 4th

MOLLY KING in

"THE ON-THE-SQUARE GIRL"

A wonderful story of New York's fast set and the girl who was on the square.

The Gigantic Picturization

of the greatest national drama in the story of the world

The Fall of the Romanoffs

will be exhibited

AT THE VICTORIA THEATRE

Tonight, March 30th and 31st and April 1st

"ILIODOR" RASPUTIN

and the foremost citizen of the Russian Republic

ALEXANDER KERENSKY

Owing to the enormous cost of this

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 11	..	San Francisco	Tenyo maru	Jap.	Alexander
13	..	San Francisco	China	Am.	C.M.S.S. Co.
21	..	Seattle etc.	Kanaka maru	Jap.	N.Y.K.
27	..	San Francisco	Oni maru	Jap.	N.Y.K.
May 4	..	Tokyo & Seattle	Wanli maru	Jap.	O.S.K.
19	..	Seattle etc.	Buwa maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Apr 2	..	Nagasaki, Moji & Kobe	Kanaka maru	Jap.	N.Y.K.
3	..	Kobe	Shidzuka maru	Jap.	N.Y.K.
4	..	Moji, Kobe & Osaka	Kanaka maru	Jap.	N.Y.K.
9	..	Nagasaki, Moji & Kobe	Oni maru	Jap.	N.Y.K.
11	..	Moji, Kobe & Osaka	Yakusa maru	Jap.	N.Y.K.
13	..	Nagasaki, Moji & Kobe	Kanaka maru	Jap.	N.Y.K.
16	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
May 4	..	Nagasaki, Kobe & Yokohama	Manila maru	Jap.	O.S.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Liverpool etc.	Iyomaru	Jap.	N.Y.K.
London etc.	Kiama maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Mar 31	..	Hongkong	China	Am	C. M. S. S. Co
31	1 00	Swatow & Hongkong	Yingchow	Br	B. & S.
1	A.M.	Hongkong	A'wangshai	Chi.	C.M.S.S. Co
Apr 1	4.00	Swatow	Hsin Peking	Br	B. & S.
1	4.00	Ningpo	Hsin Nineshao	Chi.	N.S.S. Co
1	4.00	Ningpo	Kiangtong	Chi	C.M.S.S. Co.
2	..	Hongkong	Katori maru	Jap.	N. Y. K.
2	..	Hongkong & Canton	Suiyang	Br.	B. & S.
4	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
7	D.L.	Swatow & Hongkong	Sunkiang	Br.	B. & S.
9	D.L.	Hongkong & Canton	Sunkiang	Br.	B. & S.
13	..	Foochow, Keelung	Kohoku maru	Jap.	O. S. K.
14	..	Hongkong & Manila	Suwa maru	Jap.	N. Y. K.
26	..	Hongkong	Chicago maru	Jap.	O. S. K.

FOR NORTHERN PORTS

Apr 2	3.00	Weihsai, Chefoo & Tientsin	Shengking	Br.	B.S.S.
2	3.00	Dalry	Sakaki maru	Jap.	S.M.S.
2	..	Chinwangtao direct	Upolu	Rus.	K.M.A.
2	..	D.L. Weihsai, Chefoo & Tientsin	Kinging	Br.	J.M. & Co.
4	10.00	Weihsai, Chefoo & Tientsin	Shengking	Br.	B.S.S.
4	..	Tientsin, Dairen & Tsingtao	Kohoku maru	Jap.	O.S.K.
7	..	Tsingtao, Tientsin & Dairen	Keelung maru	Jap.	O.S.K.

FOR RIVER PORTS

Mar 31	..	M.N. Hankow etc.	Kiangwan	Chi.	C.M.S.S. Co.
Apr 1	..	M.N. do	Katow	Br.	J.M. & Co.
1	..	M.N. do	Talea maru	Jap.	N.Y.K.
1	..	M.N. do	Kiangy	Chi.	C.M.S.S. Co.
2	..	M.N. do	Suiyang maru	Jap.	N.Y.K.
2	..	M.N. do	Tuckwo	Br.	J.M. & Co.
3	..	M.N. Wuhu, Kiukiang & Hankow	Taiwan	Jap.	N.Y.K.
3	..	M.N. Hankow etc.	Fengyang maru	Jap.	N.Y.K.
3	..	M.N. Wuhu, Kiukiang & Hankow	Wuchang	Br.	B.S.S.
4	..	M.N. do	Tungting	Br.	B.S.S.
6	..	M.N. do	Chungking	Br.	B.S.S.
6	..	M.N. do	Poyang	Br.	B.S.S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Mar 30	Ningpo	Kiangwan	1812	Chi.	C.M.S.S. Co.	KLYW
30	Japan	China	5060	Am.	C.M.S.S. Co.	Woosung
30	Japan	Kanaka maru	2887	Jap.	N.Y.K.	WSW
30	Hankow	Katow	1824	Br.	J.M. & Co.	SHW
30	Hankow	Kiangy	1490	Chi.	C.M.S.S. Co.	KLYW
30	Hankow	Talea maru	1126	Jap.	N.Y.K.	N.Y.K.
30	Chefoo	Hsin Niohsao	1290	Chi.	C.M.S.S. Co.	KLYW
30	Chefoo	Kiangy	1228	Br.	J.M. & Co.	SHW
30	Chefoo	Shengking	1815	Br.	B.S.S.	CNW
30	Hongkong	Colombia	1400	Am.	P.M.S.S. Co.	Woosung

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Mar 30	Japan	Yamashiro maru	2326	Jap.	N.Y.K.
30	Hankow etc.	Nagasaki	1719	Br.	B.S.S.
30	do	Nanyang maru	1968	Jap.	N.Y.K.
30	Chinwangtao	Kaiko maru	948	Jap.	Satoh Shokai
30	Ningpo	Kargien	3012	Chi.	C.M.S.S. Co.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Co's Str. Talea Maru, Captain M. Takeo, will be despatched from Pootung N.Y.K. wharf on Monday, April 1, at a'out 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, April 1, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240, Freight Tel. No. 250.

HANKOW and PORTS.—The Str. Kiangy, Captain J. Carlson, will leave on Monday night. For Freight or Passage apply to C.M.S.S. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Tuckwo, tons 3,770, Capt. Campbell, will leave on Tuesday, April 2, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240, Freight Tel. No. 250.

WUHU, KIUKIANG & HANKOW.—The China Navigation Co's Str. Tungting, Capt. Torville, will leave from the French Bund on Thursday, April 4, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG.—The Str. Kwang-shai, Capt. C. Stewart, will leave on Sunday morning. For Freight or Passage apply to C.M.S.S. Co.

SWATOW and HONGKONG.—The China Navigation Co's Str. Yingchow Capt. E. B. Simons, will leave from the French Bund on Sunday, March 31, at 1 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co's str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, April 1, at 4 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co's Steamer Suiyang, Captain J. Gibbs will leave from the French Bund direct for the above ports on Tuesday, April 2, at 3 p.m. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Telephone No. 77, Passage Telephone No. 401.

AMOI, HONGKONG and CANTON.—The China Navigation Co's Steamer Sinkiang, Captain Wavell, will leave from the French Bund direct for the above ports on Thursday, April 4, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co's Steamer Sungkiang, Captain H. Trowbridge, will leave on Sunday, April 7, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Telephone No. 77.

HONGKONG and CANTON.—The China Navigation Co's Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, April 9, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The str. Chicago Maru, Captain T. Saito, will be despatched from the Co's Yangtzepoo wharf on April 26, at — The steam-launch conveying passengers on board will leave the Custom Jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

TIENTSIN DIRECT.—The Str. Hsinfung, Captain D. D. Rosa, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.S. Co.

WEIHAIWEL, CHEFOO & TIENTSIN.—The China Navigation Co's Str. Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, April 2, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEL, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Shuntien, Capt. Northcombe, will leave from the French Bund on Thursday, April 4, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Telephone No. 77, Passage Telephone No. 401.

TIENTSIN, DAIREN & TSINGTAO.—The Str. Kohoku Maru, Capt. S. Ohba, will be despatched from the Co's Yangtzepoo wharf on April 4, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TIENTSIN and DAIREN via TSINGTAO.—The Str. Keelung Maru, Capt. S. Imal, will be despatched from the Co's Yangtzepoo wharf on April 7, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Manila Maru, Captain N. Kobayashi, will be despatched on Saturday, May 4. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at — on same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Telephone No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luanyi, Ngankin, Poyang, Tungting, *Chungking and *Wuchang. Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The s.s. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Yingchow, Sinkiang, Shantung, Sunning and Suiyang. Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEL and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking. Sailing from the French Bund. During the winter months sailings are irregular owing to weather conditions.

For NINGPO.—S.S. Hsin Peking. Sailing will be suspended by this vessel from the 4th inst. owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday, 20th inst. at 4 p.m. as usual. For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express-Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE,
Freight, Telephone No. 77.
Passage, Telephone No. 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"

Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers—
"ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. VENEZUELA Apr. 27	S.S. VENEZUELA Apr. 6
S.S. ECUADOR May 4	S.S. ECUADOR May 4

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No upper berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service

By the Modern, Oil Burning Steamers
"COLUSA" .16,000 tons "SANTA CRUZ" .15,000 tons

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
S.S. SANTA CRUZ Apr. 23	S.S. COLUSA Apr. 8
S.S. COLUSA June 12	S.S. SANTA CRUZ June 6

Safety and comfort of passengers our first consideration. For information re freighter passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.
Telephone Central 5054 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

For Tacoma and Seattle, Wash.

Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria, B. C. arr. leave

"MANILA MARU" (18,000 tons) Capt. N. Kobayashi, May 3, May 4

For Hongkong

"CHICAGO MARU" (12,000 tons) Capt. T. Saito, Apr. 25, Apr. 26

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau

"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, Mar. 22, Apr. 4

For Tsingtau, Tientsin and Dairen

"KEELUNG MARU" (1,569 tons) Capt. S. Imal, Apr. 6, Apr. 7

For Foochow and Keelung

"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, Apr. 16, Apr. 18

The Company also runs numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

M. YAMAUCHI, OSAKA SHOSEN KAISHA
Manager, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.

Furniture and Curios Packed for Shipment by Expert Packers

SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

The Empress Steamers

On arrival at Victoria are boarded by Canadian Pacific ticket agents and baggage checkers, also Canadian and United States Customs Officers. During the six hours ride, Victoria to Vancouver actual rail tickets can be issued, your baggage inspected or bonded and checked through to destination. On arrival at Vancouver passengers are free to go forward immediately.

SAILINGS FROM SHANGHAI

ON OR ABOUT

For Vancouver via Nagasaki and Yokohama	For Manila and Hongkong
Empress of Asia April 13	Empress of Russia April 27
Empress of Russia May 11	Empress of Japan May 14
Empress of Japan May 25	Empress of Asia May 24
Empress of Asia June 8	Empress of Russia June 21

† The Empress of Japan proceeds direct to Hongkong, omitting Manila.

Round trip tickets interchangeable with Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc., apply to

G. M. JACKSON, General Agent, Passenger Department, 13-A The Bund, Palace Hotel Building, Tel. Central 182.
L. E. N. RYAN, Agent, Corner Peking and Yuen Ming Yuen Roads, Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU 22,000 tons, for San Francisco, April 12, 1918
SHINYO MARU 22,000 tons, for San Francisco, April 30, 1918

FOR HONGKONG DIRECT

TENYO MARU 22,000 tons, for Hongkong, March 23, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances, Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Peral Maru offering superlative accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

'Phone No. 3229.

(Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

[APR. 13, JUNE 24, SEP. 3]

AN UNSURPASSED HIGH-CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES

REDUCED RATES TO MISSIONARIES

FOR HONGKONG

MAR. 31, JUNE 11, AUG. 22

(On the outward voyage the steamer will come up the river and will be berthed at the Shanghai and Hongkew Wharf Co's Hongkew Wharf. Entrance at No. 34 Broadway.)

G. J. PETROCELLI, FRT. AND PASS. AGENT

NO. 6 KIUKIANG ROAD.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to alteration)

EUROPEAN LINE		
For London or Liverpool via ports.		
* (For Liverpool.)		
Tons		
ITO MARU	12,500	
NIATANO MARU	16,000	
AMERICAN LINE		
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.		
KATORI MARU	19,000	April 21
SUWA MARU	21,000	May 19
SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)		
KASUGA MARU	7,000	April 2
OMI MARU	7,000	April 6
CHIKUGO MARU	5,000	April 9
CHIKUZEN MARU	5,000	April 13
YAMASHIRO MARU	7,000	April 16
SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)		
YAWATA MARU	7,000	April 11
KUMANO MARU	5,500	April 4
FOR JAPAN		
SHIZUOKA MARU	12,500	April 3
KORE TO SEATTLE		
ATSUTA MARU	16,000	May 3
FOR HONGKONG		
KATORI MARU	19,000	April 2
KASHIMA MARU	19,000	June 2
FOR MANILA AND HONGKONG		
SUWA MARU	21,000	April 23
FUSHIMI MARU	21,000	May 20
AUSTRALIAN LINE		
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)		
NIKKO MARU	10,000	April 17
AKI MARU	12,500	May 23
TANGO MARU	14,000	June 19
CALCUTTA LINE		
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)		
BOMBAY LINE		
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)		
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.		
For freight, passage and further information, apply to T. IBUKIYAMA, Manager, Nippon Yusen Kaisha. Tel. Address: Yusen, Shanghai.		

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)
000 = Midnight, 1330 = 130 p.m.

July 1st, 1917, and until further notice									
Peking-Mukden Line					Tientsin-Pukow Line				
Mail	Local	Express	Mail	Local	Mail	Local	Express	Mail	Local
101	101	101	101	101	101	101	101	101	101
201	201	201	201	201	201	201	201	201	201
301	301	301	301	301	301	301	301	301	301
401	401	401	401	401	401	401	401	401	401
501	501	501	501	501	501	501	501	501	501
601	601	601	601	601	601	601	601	601	601
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1001	1001	1001	1001	1001	1001	1001	1001	1001	1001
1101	1101	1101	1101	1101	1101	1101	1101	1101	1101
1201	1201	1201	1201	1201	1201	1201	1201	1201	1201
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2001	2001	2001	2001	2001	2001	2001	2001	2001	2001
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9001	9001	9001	9001	9001	9001	9001	9001	9001	9001
9101	9101	9101	9101	9101	9101	9101	9101	9101	9101
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10001	10001	10001	10001	10001	10001	10001	10001	10001	10001

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service.

S = train has sleep. accom. 1st & 2nd class. S = train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuehchow or Pukow.

By Order,
THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday.

RALLIES CATHOLICS TO SUPPORT POPE

Cardinal Gibbons Protests Against Hostility Which Attended Peace Efforts

HIS DEFENSE OF BELGIUM

Business and Official Notices

LOST

Notice is hereby given to the public that the undersigned has lost a pass book in favor of Hu Ching Kee (何晋记) with Yung Yue Zung Kee Native Bank, which is now declared null and void.

YUNG YUE ZUNG NATIVE BANK.
Shanghai, 30th March, 1918.
17374

THE KINDERGARTEN

Miss Jewell's School
will re-open at the beginning of the Spring Term, April 10th. Hours from 9 to 12 a.m.
31 and 32 Quinsan Road.
17383

Think Beyond Your Job

"There is not a man in power at the Bethlehem Steel Works today," says President Charles M. Schwab, "who did not begin at the bottom and work his way up."

Charles E. Lehr was one of the many thousands of employees. He out-thought his job. He enrolled for an I.C.S. Course and studied in spare time. Today he is Chief Engineer of Construction of the largest munitions manufacturing plant in the world. With the skillful assistance of the I.C.S. you can, in your own home, in your spare time, receive the kind of training that insures definite, progressive advancement in salary and position.

In the list below make a mark (X) before the training you want.

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offer
282 Courses of Thorough Practical
Salary-Raising Training

Ask us to send you our new illustrated catalog No. 11-15. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

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FINEST TASMANIAN I. X. L. BRAND JAMS

May be obtained in the following assortment:—

Angelina	Greengage
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Apple Jelly	Marmalade
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Black Goliath	Quince
Plum	Raspberry
Cherry	Red Currant
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Fig	Jelly
Ginger and	Strawberry
Melon	Violet Plum
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MUNICIPAL NOTIFICATION

No. 2511.

(Translation)

The Council is prepared to receive applications from English-speaking foreign-educated Chinese doctors for public health work in connection with the Municipal Health Office.

Applications should state age, qualifications, and experience, etc., and should be forwarded, together with copies of certificates to Dr. A. Stanley, Health Officer, from whom further particulars may be obtained.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 29, 1918.
17380

Mr. & Mrs. H. C. Norman

P. P. C.

L. R. Bremner

P. P. C.

Are you earning less than \$6,000.00 yearly?

If you are,—you're on the wrong job. You're in a rut. Why waste a life time working for animal wages,—when it's so easy to get into a Man's Job and earn a Man's salary?

Be an Engineer!

Get into a new—clean—fascinating—highly salaried—dignified profession that assures you a place on Easy Street. Engineers are needed everywhere. Field can't be crowded for years to come. A PORTAL BRINGS FULL INFORMATION.

American School of Correspondence
Dept. 22, 14 Nanking Road, Shanghai

SPECIALIST

(can speak English well)

Veneral and Surgical disease.

Man and Woman's disease.

(studied medicine in Japan, America and Europe)

Charge moderate.

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A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road)
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THE SAVOY HOTEL

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Special Musical Dinner and Dance Every Evening

Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.

Professor MANIKUS at the Piano.
New features this week.

Dinners served a la carte or Table d'Hôte.

Dainty Dishes a Specialty.

Fresh Japanese Lobsters and

Oysters always on hand.

Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

Naamlooze Vennootschap Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the Offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 27th April, 1918.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 23rd February, 1918.
16944

BILL SMITH

says:

"Elephant Head"

THREE STAR

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OF

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(30th March and 1st April, 1918)

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Entrance Tickets: \$1.00 each day.

Special Trains: at 1.00 p.m., 1.30 p.m., and 2.15 p.m.

By order,

Y. J. CHANG,

Secretary.

New Store!!!

JEWELLERY,

GOLD AND SILVER WARE,
CURIOS, Etc.

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(Astor House Building)

The China Jewellery Co.

17151

JUST ARRIVED

Finton Haddocks

\$1.00 per lb.

Schaefer Beer

LIGHT AND DARK

The choicest product of the

oldest lager beer brewery

in the United States.

Try it once and you will

buy it always!

Motor delivery service

C. EDDIE & CO.

1132-33 Broadway, Tel. N. 639.

MUNICIPAL NOTIFICATION

No. 2507.

(Translation)

PNEUMONIC PLAGUE.

1. Infection is got by proximity to a coughing case.
2. To avoid infection wear a cloth or mask snugly covering the mouth and nose when near a coughing case. Masks are obtainable from the Health Office.
3. But do not go near sick persons if possible.
4. Report all cases to the Health Office where you will receive help and be told what to do.
5. Sick persons should be isolated.
6. Those who have been in contact with sick persons should be kept apart from other people for 7 days. After that time there is no danger of the disease developing.
7. The disease begins with a headache, then fever comes and a cough with spitting of blood. Death invariably ensues, usually within two days. Medicinal treatment is useless.
8. Danger comes from the living cases not the dead.
9. When a case appears in a household keep everyone away from the sick person. But if the person wears a mask carefully there is little danger. After use the mask may be burnt or boiled.
10. Do not leave home; it is not the house which is infected. Do not move about or travel by boat or train as this may carry plague to other places. Do not receive travellers until they have lived apart for seven days.

By order,

N. O. LIDDELL,

Acting Secretary.

Council Room,
Shanghai, March 28, 1918.
17384

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Contractors to Government, Municipalities, Railways, Tramways, etc.

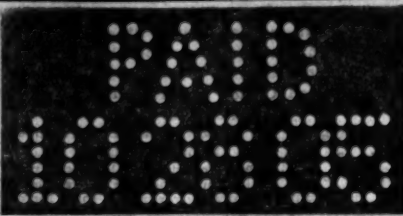
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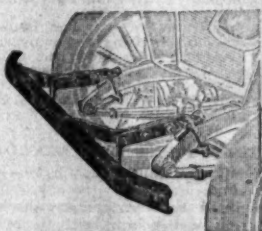
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4 Canton Road, Shanghai



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For particulars, apply to

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We beg to announce that a large shipment of these well-known Safes has arrived.

An inspection at earliest convenience is solicited.

THE SOLE AGENTS

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Complete Iceplants in different capacities

Inspection Invited

SOLE AGENTS

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17323

HILL'S SUMMER BAZAAR, 119 Szechuen Rd. OPENS TUESDAY, 2nd APRIL

As this Bazaar is being held prior to our CLOSING UP BUSINESS the price of every article is simply slaughtered regardless of present conditions, and it will pay you not only to replenish immediate needs, but to lay in a reserve of Outfitting and Household goods, as most articles will probably be soon unobtainable at any price.

BAZAAR OPEN 8 a.m. to 7 p.m.

Tenders Wanted

For the construction of a new hull, transfer of engines, painting and general overhauling of the Chinese Government Salt Revenue Preventive Launch "Pang Fei." The Launch is at present anchored at Soochow creek near Stone bridge, where she may be seen at any time.

Sealed Tenders will be received up to 15th April, 1918.

The Sungkiang District Inspectorate of the Salt Revenue.

c/o Deputy Commissioner's Office, Chapei, Kung-I-Lee.

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Widler & Company
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Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

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WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Nice flat to let, suitable for family or two bachelors. Good table.
Telephone North 492

No. 8 Quinsan Gardens

Tel. N. 1948.

To let one large bedroom and sitting room combined, with closed verandah and bathroom attached. Facing South. All modern comforts. Suitable for two bachelors, or small family.

TO LET, Western district, 3 minutes from tram, comfortable single room, suitable for gentleman, with board. Hot water, service, telephone. Apply to Box 10, THE CHINA PRESS.
17361 M.29.31

TO LET, on Range Road, extra large furnished attic room, separate bathroom and verandah, facing south. Allies or neutrals. Apply to Box 4, THE CHINA PRESS.
17346

BOARD and residence, to let, two well-furnished bedrooms, with bathrooms attached. Apply Mrs. Benn, 9 Hankow Road.
17317 M.31.

APARTMENTS WANTED

WANTED by married couple, fully or partly furnished flat or apartments, private family preferred. Apply to Box 14, THE CHINA PRESS.
17373 M.31.

ROOM WANTED in quiet, allied or neutral family. Moderate terms. Apply to Box 13, THE CHINA PRESS.
17370 A.3.

ROOM with breakfast and attendance desired by allied lady, in exchange for one hour daily of French, English or German. Apply to Box 12, THE CHINA PRESS.
17369 A.2.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Eden Hospital

Dept. of Venereal Diseases and Wassermann Laboratory
P372 Nanking Road
(opp. Lloyd Road)
Hours: 10-12; 2-4 Daily
Dr. JAMES YUKING, Supt.

Are you suffering from rheumatism or nervousness?
If so, come to our TURKISH BATH and MASSAGE PARLOR.
I have the highest recommendations from doctors. 15 years' experience in U. S. A.

PROF. J. K. SETO,
25 North Szechuen Road.

WANTED

A Compradore ready to start business in April, for an Import and Export firm. Must furnish security. Apply "Merchants."
A.4.

Business and Official Notices are Continued on Page 17

SITUATIONS WANTED

COMPETENT and experienced lady stenotypist, seeks position from 1st April. Good references. Moderate salary. Apply to Box 495, THE CHINA PRESS.
17343

EXPERIENCED TEACHER of English (American) desires position for fall term of 1918-19. Address to Box 452, THE CHINA PRESS.
17366

SITUATION VACANT

WANTED: Two American teachers for Peking Primary School and Kindergarten, one qualified grade teacher, one qualified kindergarten. Salary \$1,000.00 Mex. per annum. Term begins September, 1918. Apply Mrs. W. B. Cooper, British Legation, Peking.
17364 A.2.

WANTED, nurse governess for two girls, aged 10 and 14, one with knowledge of French preferred. Apply to Box 11, THE CHINA PRESS.
17362

OFFICES TO LET

17 MUSEUM ROAD: Two suites of offices and godowns to let. Apply to 10 Yangtzepoo Road.
17263 M.31.

OFFICES TO LET in China Press Building, Canton and Kiangse Roads. Apply on the premises.
17263 M.31.

HOUSES TO LET

PEITAIHO: To let half of a furnished bungalow, facing sea, tennis court, large verandah. Apply to Box 466, THE CHINA PRESS.
17337 M.31.

EDUCATIONAL

LESSONS in stenography, English, Russian and Italian given by professional lady teacher. Apply to Box 496, THE CHINA PRESS.
17341

YOUNG Russian gentleman wishes to give Russian lessons or Russian lessons in exchange for English. Apply to Box 499, THE CHINA PRESS.
17339 M.31.

MEDICAL

MADAME MIZKIEWITZ: Accoucheuse of the Vienna Midwifery and Gynecological Medical School, may be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.
17608

Exchange and Mart

WANTED: Second-hand Bentley's complete Phrase code book. Price must be reasonable. Apply to Box 7, THE CHINA PRESS.
17534

FOR SALE: Practically new piano with good tone. (Make Kahl Hamburg). On view between 3-5 p.m. Apply 30-8 Nanjing Road (terrace).
17358 M.31.

BENTLEY'S code book: For sale new complete Phrase code book. Apply to Box 3, THE CHINA PRESS.
17344 A.2.

Amusement Advertising will be found on Page 17



Basil Sidney, the English "Matinee Idol" Who Won Her.

How the Handsome Hero Beat Millionaire and Playwright in the Love Game for Doris Keane

The Romance that Proves the Lure of the Matinee Idol as Strong Behind the Footlights as "Out in Front"—and that the Man Who Writes the Love Scenes Hasn't a Chance With the Man Who Acts Them

THE lure that the matinee idol, the handsome hero of the play, possesses for the feminine heart is one that is a favorite puzzle of psychology. Sentimental ladies who sit with adoring eyes and fluttering hearts as he walks about the stage, posturing and declaiming, murmur, "Isn't he lovely," buy his pictures and often write him notes that sometimes later they are ashamed of.

The author of the play who has provided the brains and the lines, does not receive these notes nor the adulation, despite the fact that his is the motive force of the hero. The actor in a short time is usually bored to death by his eight-times-a-week repetition of lines and scenes, and while in the midst of an impassioned declaration, is thinking perhaps of the proper kind of rebuke to administer to his cook for the breakfast she has given him.

While the outside world is not supposed to be cognizant of all these things, it would seem that every one in the stage world would know it. Surely the heroine to whom the hero repeats the author's burning words, using the stage manager's—largely—inspiration for gestures and the manager's or backer's money for his clothes and settings, cannot be deceived into thinking that this stage love or that the efficient way in which it is delivered is any guarantee that in actual life the actor could repeat it on his own hook as successfully. In other words, thousands of orators have declaimed Lincoln's speech at Gettysburg, but how many are there who could produce a duplicate of it under the same circumstances?

This is all apropos of the fact that Doris Keane, in London, has just married her leading man in "Romance." When it heard the news the theatrical world gasped. Because Miss Keane had been the stake of a three-handed game in which gratitude, ambition and love were typified by Edward Sheldon, who wrote romance for her; Howard Gould, who backed the show, and Basil Sidney, who was her leading man, and, as before mentioned, recited the lines that Sheldon wrote in the environment that millionaire Gould had provided.

It was well known in theatrical circles that Sheldon had hoped that Miss Keane would reward him with her hand for the devotion he had shown her in giving her the most successful play that has been produced for years. The fruition of this romance was postponed by the entrance of Mr. Gould, the millionaire, upon the field. The stage world said, "Well, it is tough on Sheldon, but maybe she won't marry Gould after all."

Nobody thought of the leading man until the announcement of the wedding came over the cables.

The handsome hero had won out over the playwright and the millionaire backer, and Miss Keane has proven that the lure of the matinee idol is as potent behind the footlights as before them.

Miss Keane is the most popular American actress who ever played in London. She has been playing for three years in London in "Romance." She had appeared in it for a year in New York. When she came to New York she was young and beautiful and unknown. She had had moderate success in moderate plays. But the critic had been indifferent to her, the public rather cold.

"Looks like a foreigner, doesn't she? Who is she?" Well coiffured women in velvet cloaks studied their programmes and asked the question.

"A Chicago girl. Distant relative of Charles T. Yerkes. Sort of poor relation of his, I believe. At any rate, he paid for her education in the American Academy of Dramatic Arts."

That was all New York knew or cared, until Edward Sheldon met her. Met and believed in her and gave her her chance. He wrote the play "Romance" around the character of a prima donna. Theatrical managers of fame and millions lent ready ear to his play, for already he had written three successes. "I'll produce it and put Miss So and So in it," said each one who heard it.

"No," said the young man, rolling up his manuscript, thrusting it into the pocket of his top coat and rising.

"Why not?" asked one arbiter of dramatic destiny after another.

"Because there is but one actress whom I wish to see play the part. She is the woman for whom I wrote it, Miss Doris Keane."

"But," the managers answered, with the words that are as a knell to the young players' hopes. "The public wants a name."

"But a name must be made. Every name has been at some time in the process of making." And the young dramatist, whom Mrs. Fiske affectionately termed "a pink faced boy," went his way to the next manager.

He found at last one manager who so much wanted a Sheldon play that he said: "I'll take Miss What Do You Call Her with it." The curtain rose upon one of the most successful plays ever seen by Broadway. Broadway was aflame with enthusiasm, a thrill with excitement. It told the story of the patient peregrinations of the young playwright.

"Will he have his reward? Will she marry him?" it asked.

But the girl, who became a foremost actress in a night, bowed her thanks to the audience, bowed her thanks to the young author, and remained mute and inscrutable as the Sphinx.

The season passed. Broadway was still puzzled, specu-

lative. Would she prove her gratitude to the man who made her by marrying him?

While Broadway was on expectant tiptoes, the street that professes to be surprised at nothing encountered a genuine surprise. "Romance" and its star and destiny passed into other hands. Howard Gould had bought the production. True, the transaction took place with another managerial potentate as the figurehead, but the wise old street knew. Howard Gould, who has always been attracted by the stage, who has a sister-in-law who has once graced it, who had married Katherine Clemmons, an actress from whom he had been divorced, had bought "Romance," its scenery, its company, and, in a sense, its star.

"Wh-why? Wh-when? Wh-what?" asked the staggered street.

Miss Keane became a star. "Romance" crossed the Atlantic and became the most memorable American play ever produced in London. Miss Keane its most applauded American actress. Gratitude and Ambition had played the game, and Gratitude, it seemed,



Mrs. Sidney in Her London Home.

had been frozen out. Or had he laid down a bad hand and quit the table?

Broadway, the never surprised, forgot its brief astonishment, settled back to its know-it-all and said: "Of course, now, she'll marry Howard Gould. The Gould boys always did look to the stage for their wives."

Ambition, it would seem, sat alone at the table, a winner. But he reckoned without the leading man. Leading men may come and leading men may go, and lovely stars be made mimic love to on the stage, but loathe them off it. Often the lovely star marries her backer or the millionaire who admires her from the stage box. But, have we not termed Doris Keane the Sphinx?

When the play opened in New York, her leading man,

the stage lover to whom she nightly and at two matinees a week said, "I love you," was William Courtenay. Mr. Courtenay was young and handsome, but the devoted husband of the lovely Virginia Harned. For him were no after theatre suppers with the stage enchantress, but dashes for the train to take him to their country home, Wistaria Lodge, at Harrison, N. Y. Romance? Not off the stage. Assuredly no.

In London one young Englishman followed another the role of the young clergyman who fell in love with the exotic singer. They tired of the seemingly endless run of the evidently endless play and went to Scotland or to Wales to recuperate, though the star played Cavallina as freshly the thousandth performance as the first.

Basil Sidney was the last of the stage resisters. Six months ago he began making footlight love to the beautiful Cavallina. Critics and playgoers, who had formed the habit of seeing the play every time there was a change of leading men, said:

"He is the best she had, though the youngest. Doesn't he live the love scene?"

"Who is he?"

"He's the young chap that played so well in 'Ghosts' at the Duke of York, you remember?"

If they didn't, they pretended they did. For it was becoming the thing to know Basil Sidney. "Miss Keane takes him about so much, don't you know?" His dark head was seen silhouetted against her glowing profile through the window of her automobile, at teas, at Red Cross affairs, even when she recited at the hospitals to the delight of wounded soldiers.

London, anxious to forget its war burdens, in romantic speculation, wondered. "Of course, Basil's a charming

Mr. Howard Gould the Millionaire.

Mr. Edward Sheldon the Author.

fellow and all that, but isn't there a very rich American who owns railroads or something, who has a prior claim? Haven't I heard they are engaged? But then, who really knows anything about a love affair except the two persons most interested?"

"I never knew what love is until now," said Basil Sidney, his eyes on Miss Keane's lovely face.

She watched his face, it seemed idly, and talked to him in the firelight.

"An' what is love to you," she cooed.

Leaning forward, he spoke eagerly: "It's finding the woman you want to live with all your life—the woman who'll show you the right way and follow it with you. It's knowing she'll be with you at the journey's end—when you're old and she's old—and when you can smile and look into each other's eyes and say: 'We've done our work together, dear, and I think we've done it well.'"

To this speech, in which a Broadway know-it-all had said the author, Edward Sheldon, made love by proxy, spoken in young Sidney's rich voice, Miss Keane had answered in her gentle one with a thrill in its notes:

"Oh, my friend, dat love, it is for some, not for me. For me love is just a leetle light in all dis darkness, a leetle light in all dis col—a leetle spark dat burn—not long an' den go out. A star dat come—an is so beautiful it brings tears, an' when we dry the eyes and look again, de star is gone. I tink it is to be a leetle happier together dan ven apart, von leetle moment to forget, my friend, an' dat is all."

But sometime, at tea at her home, or in her automobile, or maybe while the thrill of the quaint play was still upon them, Mr. Sidney must have convinced Miss Keane that his lines held more truth than hers. For quietly on the afternoon of January third they were married in London and motored out to the country for a week-end honeymoon. Love had sat in at the game with Gratitude and Ambition and had won the stake of Doris Keane's heart.



Miss Doris Keane, Now Miss Basil Sidney, Who Married Her "Handsome Hero."



Mr. Howard Gould the Millionaire.

Mr. Edward Sheldon the Author.

The New Spring Fashions. By Lady Duff-Gordon



This Street Costume
Shows Wartime
Economy in
Cloth

By Lady Duff-Gordon
("LUCILE")

SPRING fashions may be said to be war fashions.

The trend toward economy is apparent in one respect. The disposition is to use as little cloth as will serve for the purpose of clothing. For there is no use blinking the fact that when you do your Spring shopping you will find that prices of materials for dresses have leaped. Especially is this true of woollen fabrics. Designers, recognizing this, have concentrated their gifts upon combinations. Wool will be combined with silk and satin—strangely enough to save the cost of the wool. In some instances the expensive woollen material is used for the collar and cuffs for the gown made of the cheaper satin.

The smaller figures on this page give a foretaste of the kind of gowns that will be worn for the simpler functions. The walking suit, as you see, has a very narrow skirt, slanting toward the ankles, and a full skirted long coat with high belt line, and a girdle, reminiscent of the Russian vogue. At this time it seems that blouses worn with street costumes will be of white or light colors, in contrast with the dark hue of the cloth of the coat and skirt.

The simple but smart foulard would serve for an all-day frock. Its novelty is in the draped sash effect, which is a continuation of the fulness of the skirt. Note that the sleeves are full near the wrist, but gathered into a close cuff.

The strongly Oriental note that has been making itself heard in the symphony of clothes for two years is evident in the kimono effect of this wrap worn by the largest figure.

The evening gown is of clinging swirls—for a fabric may give in one moment the impression of clinging and swirling—in embroidered chiffon. The bodice is a close fitting one of draped brocade, arranged in sash-like folds.



The Strong Oriental Note in the Symphony of
Clothes Is Again Presented

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

All
Models
by
"Lucile"



A Smart, All-Day
Frock of Service-
able Foulard

Photos by
IRA HILL, N.Y.



A Swirling Skirt of Embroidered Chiffon
Is a Novelty

War Still a Game for the French

The two letters of which parts are translated below were written to Walter Pash of New York by M. Elie Faure, one of the best-known French art critics and author of a number of books, among which his "History of Art" is a standard work. M. Faure, who is also a physician, has been in active service since the outbreak of the war, and his letters testify to the fact that there are men on the French battle line who can see beyond the dirt and misery of which Henri Barbusse has written in "Le Feu."

YOUR letter finds me in Paris, where I have been for the last few days on sick leave, granted because of a state of intense fatigue. I shall go to the south for a month and then back to the front, which I have not left for a year. I hope to remain there till the end of the war or till my own end. The life has an irresistible attraction for those who have once tasted it; everything back of the firing line seems mean and miserable; the proximity of death gives life a powerful savor that makes you enjoy it in all its aspects.

"The further I go, the more I look on civilisation—or rather on one civilisation—not as a moral but as an aesthetic phenomenon, wherein war may play a necessary role in exalting the taste for life and the energy to accomplish our advance on the unknown."

"The happy peoples have no history, because it is out of tragedy that the great peoples have fashioned history. History is a picture in which the flesh and blood, the sensibility and enthusiasm of mankind, are the materials of the artist who made it. All the great art epochs have come out of a time of tragic trial and of an exceptional expansion of energy; the great century of Greece after the Median wars, the one century of Spanish art after Spain's maritime and military expansion, the one century of art in Holland after its revolutionary emancipation—French romanticism after the Revolution. Europe will come out of this drama definitively broken, or rejuvenated for a thousand years. Everything depends on the energy she still contains."

"I was happy to hear of the success of Lafitte, (an artist) but it is a bitter happiness and one that reveals the terribly irony of life—Lafitte was killed a few months ago in an assault on the German trenches, without enthusiasm and without fear. He had not any more than I, the hatred of Ger-

many, but he had the feeling that France and we ourselves could find in this tremendous conflict new sources of energy. Our victory at the Marne showed the existence of it with a splendor that seemed supernatural."

"I saw that miracle from near by. I was mixed up in it with a million other Frenchmen; it is one of the great memories of my life and I believe, since that day, that France will not perish. If she dies, she will have revealed in her last gesture what lighting can still spurt from the soul of a great people in its agony."

"I was happy to get news of you, the more so as I am going through a period of fatigue and depression due to overwork in the war; I have been obliged to take refuge in the south, where I have about me my wife and my children. Not all of them, for my eldest son is now at the front as an artilleryman. We even went to the firing line together, and I assure you that it is a terrible thing for a father."

"Since I last wrote you I have gone through the whole battle of the Somme, in the first line, and in my book I tell my impressions of it, which I think may be of interest to you."

"No one here knows when the war will end. It has formidable consequences in its womb, as also the Russian revolution, which sums up, in my opinion, ten centuries of tragedy—something like the tempest of fire and blood that followed the appearance of Christianity. I am not at all of the opinion of your President on the Society of Nations. I believe that life—with its need to impose its desires and its evolutions—is stronger than reason, and that it is life that bathes the world in blood in order to triumph over immobility."

"I believe like yourself, you see, that the events we are passing through have, and will continue to have, an enormous fecundity, and that is one reason more why President Wilson was right in entering the war—why he is wrong in thinking that after him no one will enter upon it again. We shall answer him in twenty centuries, if we are still about."

"As for myself, I will confess that the battle of the Somme was one of the most useful events in the development of my inner life, one of the most amusing, though I felt great fear there, and it was certainly the one that leaves the least bitterness in my memory."

"The French remain Celts. Battered, bleeding, suffering, covered with mud, and broken with fatigue, war is still a game for them."

for military service has thus been seriously interfered with. Of course, all army pigeons are tagged with the letters and figures, "U. S. A.—18," but the person who is impelled by an irrepressible desire to be killing something, no matter how small or how innocent, does not know that he has shot a United States carrier pigeon until he has brought the bird down. If these people must be shooting something, it might be well for Congress to place them in a reservation where they will have an opportunity shooting at nothing but decoy ducks.

There are naturally speculations as to who will be appointed Master of Trinity, Cambridge, Trinity, at Cambridge, like Christ Church at Oxford, is a royal appointment, and does not, like the other colleges, appoint its own head. It is considered certain that the new Master will be a Trinity man, though it has not always been so, the great Bentley being a Johnian. Owing to its position as a royal foundation, Trinity is official residence of the Sovereign when visiting Cambridge, and the story is told of how Queen Victoria, when received by Whewell with "I welcome you to my house, Your Majesty," replied somewhat acidly: "My house, Master!"

The Dallas (Tex.) News administers a mild but deserved rebuke to the spread-eagles which insist upon exalting the United States at the expense of other countries. The immediate occasion for it is a slighting reference to the probability of Brazil sending several hundred thousand troops to the French front before the war is over. Attention is called to the fact that Brazil, in point of population, is about where the United States was ten years before the Civil War, while in point of agricultural and industrial development, it is in advance of where its northern sister was at the same period. It is not unlikely at all that the next fifty years will do for Brazil what the last half century has done for the United States. The natural resources of the southern Republic are as many and as bountiful as those upon which the United States has prospered and expanded. Brazil, it might be mentioned incidentally, has already furnished a fleet of merchant vessels to the Allies.

The truth of the old adage about the straw showing how the wind blows was surely illustrated, once again, and in a very forcible way, in Northumberland recently. There, a group of miners, tradesmen, and others began to take thought about the war and how it was to be paid for, about war bonds and what not, and they came to a remarkable decision. They decided that they wished to do more than just lend money to the Government, at interest, so they commissioned the Vicar of St. Martin-in-the-Fields, London, to cancel the numbers of certain national war bonds and war-

savings certificates which they had bought out of their savings, thus making them a free gift to the nation. Such a straw shows, surely, a wind very favorable to the future of free peoples.

The Sense Of Responsibility (The Analyst)

A Banker who has worked his way to the top of a big institution from a humble beginning would divide all men into two classes when it comes to a determination of their predilection toward socialism. He calls them the Haves and the Havenots.

The Haves are those who through inheritance, in a relatively small number of cases, or industry have accumulated some property. Their attitude toward life is one of responsibility; they want to see the game played under fair rules, realizing that they will lose wherever order gives way to chaos. The Havenots live from day to day and are always willing to try a new experience. They feel no responsibility reaching beyond selfish ends—the obligation to look out for Number One and his dependents. They may complacently accept conditions as they find them, but for the most part they are always susceptible to the suggestion that they work too much and receive too little.

The Haves are disturbed by industrial unrest no less than the Havenots, but for the sake of the community rather than for its effect on themselves. Their horizon is wider; their political judgments sounder. They understand that what is bad for the individual is bad for the nation, and that the converse is likewise true. In a general way they are opposed to socialism as a leveling process which would scale down more than it would lift. They are believers in labor unions so long as they endeavor to improve the condition of a class, but opposed to them where they seek to discourage individual advancement and to put a premium upon mediocrity. They have a different conception of personal liberty than that of the Havenots, without esteeming it any less.

The banker's interest in the Haves is concerned with their pocketbooks. He thinks that the man who is accumulating something above his daily needs is a better citizen for it. And so he believes in private ownership as opposed to Government control, and would educate the Havenots to shorten their name and become Haves.

To this end he suggests that the War Finance Corporation should not seek to displace private investment where corporations can obtain needed funds without Government assistance. The man who has invested his savings for about war bonds is apt to be militant in a railroad issue; the owner of coal shares does not look favorably upon the proposal for Federal condemnation of all coal-bearing lands. Ownership of a participating interest in an industry makes for concern over the welfare of industry in general, which is another way of saying that it makes for better citizenship.

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announces the expected arrival this week of another large consignment of

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All Over The World

When the Canadian Cabinet recently issued an order closing all industries for three days, that fuel might be conserved, no person with a powerful voice ascended to the housetop and demanded that the Government immediately resign. On the contrary, it was taken for granted, throughout Canada, that the Government would not have issued such an order unless there had been necessity for it. This is an assumption that might well be adopted by Canada's nearest neighbor. It is out of the question that people generally should know as much in particular about the needs of the country as the Government. On the whole it would be better to assume that the Government knows what it is doing, and that it is doing its best. This seems to be the Canadian idea, and as Canada has been in the war a great deal longer than the United States, it might be well for discontents in the United States to take a hint from the nation now and then.

Will Marshal Joffre, in the speech which every successful candidate is bound to make on entering the Academie Française, tell the story of the Battle of the Marne? Maurice de Waleffe, on behalf of Le Journal, asked the Marshal the question and, alas, the reply was in the negative. He said, "No, because the story is too actual. I have all the docu-

ments, but it will not be published for many years." The "Grand-pere" of the French "pollus" hates publicity. He even asked M. de Waleffe to refrain from saying that he had had an interview with him. Naturally, the journalist would make no such promise, though, of course, no word will be divulged of what the Marshal told him of the famous battle; and for four hours in tete-a-tete, sitting over a bright wood fire, Joffre went into the details of those September days three and a half years ago. In an angle of the study, kept under glass, are jeweled swords, a statuette of Liberty in massive gold, the bay leaves of victory. These are the tributes offered to Marshal Joffre during his visit to an enthusiastic and appreciative America. M. de Waleffe noted in France's great general a certain pensiveness. Assuring him of the affection in which he is held in France, the Marshal smiled "almost shyly."

"Really?" he said. "Then it is not only in America?"

The Army Signal Corps of the United States requests people disposed toward shooting something, not to shoot pigeons. Complaint is made that numerous carrier pigeons of the racing homer type have been shot by hunters, and that the important work of training the birds

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AUTOMOBILES



SHANGHAI, SUNDAY, MARCH 31, 1918

NEGLECT OFTEN CAUSE OF MOTOR TROUBLES

Unseen Parts Of Mechanism, Especially Valves, Subject To Many Peculiar Difficulties

Out of sight, out of mind, applies too often to the unseen parts of the engine or car. This refers particularly to the valves, as they are subject to many troubles which come on gradually, with consequent loss of power.

The average driver knows that the valves should be ground at some time or other, but since they are difficult to reach he neglects them until the loss of power becomes so serious that he decides something must be done.

The most frequent cause of lost power is leaky valves. Carbon is the most frequent offender. Other causes are pitting and burning, warping, bent stem, broken valve, or spring and pushrod adjustment set too close. The result is a leakage of gas past one or more valves.

Must Be Cranked

To locate the cylinder or cylinders at fault, the engine must be cranked by hand. Run the engine ten minutes or more to warm thoroughly and then test as follows: Open all compression cocks except the one of the cylinder to be tested. Crank the engine and note the resistance due to compression.

Open the compression cock and close the one on the next cylinder to be tested. Crank and compare the resistance. Continue the same way with the remaining cylinders.

Having found one or more cylinders to be weak, do not immediately condemn the valves. There are many places through which compression may escape. Run the engine under its own power and inject oil around the spark plugs, relief valves, valve caps and cylinder head, if it is removable. If air bubbles through the oil the trouble is there and not in the valves at all.

May Be Leakage

The remedy to be applied depends on the trouble. If a spark plug or compression cock is at fault it must be screwed more firmly into the cylinder. If this does not stop leakage, a mixture of graphite and shellac must be rubbed into the threads. The spark plug may need a new gasket and the same remedy may be applied for a leaky valve cap. Be sure to get a gasket of the proper size. Where the cylinder head is removable there is always a possibility of leakage around the gasket. Tighten the bolts near the leak and test again. Such a gasket should be shalacked when applied.

Having determined that there are no leaks at the points mentioned, the valves must next be inspected. Remove the valve caps and the plates covering the valve stems. If the cylinder head is removable it must be taken off. A skilled workman can remove the valve without a special tool, called a valve spring lifter, but the beginner should have one. Be careful not to bend the stand of the valve.

Scrape Carbon Off

First remove the exhaust valves from the cylinders with weak compression and scrape the carbon from top and stem, using a knife. Do not touch anything metallic to the valve face (the part that touches the valve seat when in position in the cylinder).

If the face is badly sooted or pitted, and shows traces of burning or warping, it must be ground. Apply a thin coat of grinding compound to face of valve and lower it into place. Do not drop it into place, as the emery will spatter and some of it may become embedded in the valve seat. Some valves are slotted for a screwdriver and others require a special tool that comes with the car.

Grind back and forth, spinning the tool between the palms of the hands. Do not grind round and round, but back and forth.

Change Its Position

Then lift the valve slightly and lower it into a new position. Grind a short time and lift and turn again, always turning in the same direction.

At the end of a few minutes remove the valve and wipe off the face to see how the work is progressing.

If any pits remain, or if a bright line does not extend all the way around, the process of grinding must be continued.

Women Dare-Devil Drivers In Big Auto Meet



Miss Helen Summersby was one of the participants in the recent Women's World Championship Automobile Race, held at Ascot Park Speedway, California. The women entered into the dare-devil escapade to prove that they were just as able to take care of themselves while indulging in dangerous sports as the men. The officials of the race were

all women. Mrs. C. H. Wofeld, winner of the five-mile championship race, covered the distance in four minutes and thirty-nine seconds, which was twenty seconds faster than was made by Mrs. Cuneo, of New York, who had claimed the world's championship for women drivers.

Motor Accessory Makers Busy In War Service

Turning Out Liberty Motors And Other Munitions For Army And Navy Use

By C. W. Stiger
(President Motor and Accessory Manufacturers' Association)

The last year has been an unusual one for the Motor and Accessory Manufacturers' Association. With the declaration of war came new and more arduous tasks for the association, and because of the excellently equipped plants, well trained and efficient organizations which constitute its membership, and the nature of their products, the M. and A. M. A. has been in a fortunate position to assist the Army and Navy Departments in a multiplicity of ways.

Organized fourteen years ago with 39 members, the association now has 312 members. Every year has witnessed a substantial growth. This year many makers of motors, parts, and accessories are manufacturing the component parts of the war motor trucks, Liberty air-planes, submarine chasers, munitions, and other war materials. There are also many motor car officials wearing the uniform of the army or navy and serving in other capacities in Washington.

The formation of the Automobile Industries Committee at the request of the War Industries Board of the Council of National Defense, which is supported jointly by the M. and A. M. A., the National Automobile Chamber of Commerce and the Ford Motor Company, resulted in great benefit to the Government and the entire motor car industry.

This committee, comprising A. W. Copland, Hugh Chalmers, and John R. Lee, is in touch with the various Governmental requirements, extending assistance in every way possible, advising army and navy officials as to where certain commodities can best be produced, and furnishing the War Department with specifications of plant equipment. It has created a clearing house for manufacturers of motor cars, parts and accessories, where information can be immediately secured, blue prints for work required consulted and saving much time for those seeking Government work.

The recent meeting of the Motor and Accessory Manufacturers' Association in Detroit, at the request of the Automobile Industries Committee, which was attended by approximately 500 manufacturers of motors, parts and accessories, developed into probably the most interesting meeting ever held in the history of the association.

A committee of three was appointed to draft resolutions embodying the thoughts of the parts manufacturers, one dealing with taxes and asking that the excess profits tax "be so revised that it will put a premium on production and thereby act as an incentive to increased business and industry." It also suggests that the 8 per cent tax in new automobiles be repealed and a graduated tax on owners be substituted, along

lines such as were originally suggested by the Senate Finance Committee. In each case it has been made plain that it is the desire of the M. and A. M. A. officials not to evade just taxation, but to make it more just and to place it on such a basis that it will prove a stimulant rather than a hindrance, and so increase, rather than decrease, taxable business, thus increasing rather than decreasing Government revenue and aiding further in the prosecution of the war to an early and successful conclusion.

A second resolution explained the willingness of members of the M. and A. M. A. to use their best efforts toward the winning of the war but that these efforts are hindered by the lack of coal and transportation facilities, and asked that the Interstate Commerce Commission curtail railroad short hauls, especially under twenty-five miles, at all points where it is practical, and that solely in the interest of winning the war the Interstate Commerce Commission call upon the motor car and motor truck industry to submit plans for supplementing the transport facilities of the railroads by the use of self-propelled vehicles without tracks.

Another resolution was adopted setting forth the fact that the present price of coal is such that it

Economy Is Watchword For All New Motor Cars

Studebaker Corporation Has Gone Extensively Into Problem Of Carburetor Waste

Practically everything that is new in automobiles this year tends towards economy, says a New York expert.

Particularly is this true in regard to carburation. Practically every manufacturer in the past year has redesigned his manifolds, inserted hot spots, etc., to see what he can do not only to increase the efficiency of the present-day low grade of gasoline, but also to make this same low grade gasoline go a few more miles per gallon.

The Studebakers have gone into this deeply on their new cars. They have had some of the foremost engineers in carburation working on this, and some of their discoveries are really wonderful.

They have found that the large manifold is very wasteful of gasoline at low speeds.

They find that the hot spot is practically a necessity, and they have found that the average carburetor, which in the past has been thought satisfactory, is more than inefficient.

In regard to the manifold, after a great deal of experimenting with manifolds made of glass, so that the action of the gases passing through them at both low and high speeds could be watched, it developed that at low speed the large manifold allowed the heavier gas and particles of gas to lie dormant in the bottom.

In other words, the travel of air through the manifold was so light as not to completely fill the manifold, but simply travel along the top.

This allowed the heavier gas to fall to the bottom, and at the time the throttle was opened and the motor speeded, it threw this extremely rich mixture into the cylinders, which was one of the causes of the slow get away of some cars, and had a great deal to do with the miles per gallon of gasoline.

Next they found that the gas traveling direct from the carburetor moved through the center of the manifold to the point at which it branches, the heavier particles of gasoline going right on up and hitting the point at which manifold branches.

On the manifold that has not a hot spot at this point this gasoline falls back into your manifold and carburetor, gradually to be absorbed in the over-rich mixture.

Studebakers have, therefore, not

only decreased the size of their manifold, but have put the hot spot at the point directly over the carburetor. It developed that this was the only point the heated manifold did any good.

Heat applied at other points made practically no improvement and was simply wasteful.

Studebakers also have adopted the new Ball and Ball carburetor, which has done wonders for economy.

Ball and Ball are father and son who build carburetors for manufacturers only, not for the market, and each carburetor they put out is designed and built for the particular car on which it goes.

They are engineers and will not put this carburetor on until they have worked out, to their own satisfaction, just what is necessary for the particular car and the piece of equipment which they are to build is to go on.

On idling and lower speeds there is only one jet which emits any gas. As the throttle opening increases, however, not only do they open up an additional air passage, but also one at a time they bring into play two auxiliary jets. As a matter of fact, this carburetor is really two carburetors incorporated.

The Studebaker organization is bringing out for its Series 19 three new models—a four-cylinder car, a Light Six and a seven-passenger Six.

All three models in the touring car type were exhibited at the recent motor shows. The designs are novel, new, up-to-date and mechanically correct.

Studebakers have given a great deal of attention, as stated, to gasoline consumption and have advanced very materially in carburation, adopting a new method which gives a greater range of speed, power and economy. This is accomplished by using a carburetor which, as a matter of fact, is two carburetors combined in one. At small speed and light work but one carburetor comes into play, resulting in economical gas consumption; at greater speed

and where heavy work is required the second carburetor automatically comes into play, giving the driver additional gas, power and speed only where it is required.

At the present time three cars—one of each model—are being operated on the Chicago Speedway. The cars will be run 50,000 miles before the test is completed. These cars at the present time are running

approximately 500 miles a day. The greatest run in any one day, and that was with the thermometer at ten degrees below, was 731 miles. At the present time these cars have run approximately 30,000 miles and there have been no mechanical adjustments and no mechanical changes of any kind made—the cars are operating now as well as when they started.

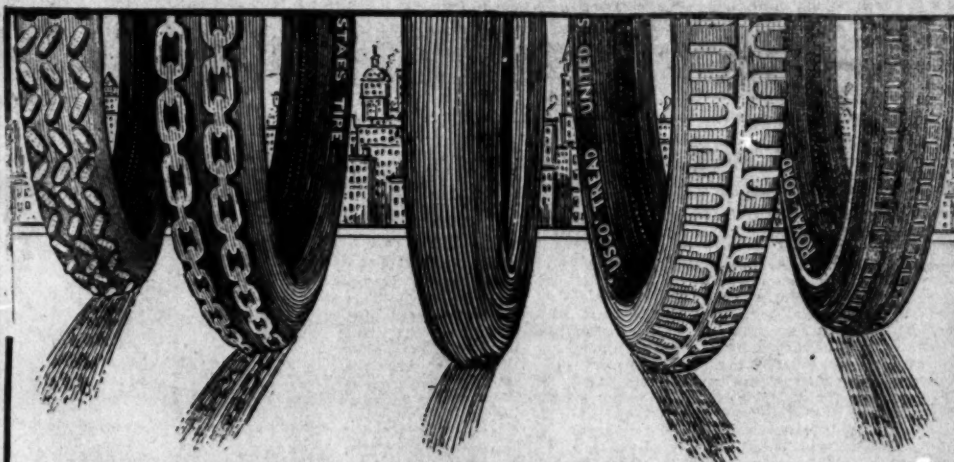
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Power Loss Often Comes From Valves That Are Leaky

How To Trace Troubles Arising From This Cause And How To Cure Them

By William H. Stewart, Jr.

"Out of sight, out of mind" applies too often to the unseen parts of the engine or car. This refers particularly to the valves, as they are subject to many troubles which come on gradually, with consequent loss of power. The average driver knows that the valves should be ground at some time or other, but, since they are difficult to reach, he neglects them until the loss of power becomes so serious that he decides something must be done.

The most frequent cause of lost power is leaky valves. Carbon is the most frequent offender. Other causes are pitting and burning, warping, bent stem, broken valve or spring and pushed adjustment set too close. The result is a leakage of gas past one or more valves.

To locate the cylinder or cylinders at fault, the engine must be cranked by hand. Run the engine ten minutes or more to warm thoroughly and then test as follows: Open all compression cocks except the one of the cylinder to be tested. Crank the engine and note the resistance due to compression.

Open that compression cock and close the one on the next cylinder to be tested. Crank and compare the resistance. Continue in the same way with the remaining cylinders. Having found one or more cylinders to be weak, do not immediately condemn the valves. There are many places through which compression may escape. Run the engine under its own power and inject oil around the spark plugs, relief valves, valve caps and cylinder head. If it is removable. If air bubbles through the oil the trouble is there and not in the valves at all.

There May Be Leakage

The remedy to be applied depends on the trouble. If a spark plug or compression cock is at fault it must be screwed more firmly into the cylinder. If this does not stop leakage, a mixture of graphite and shellac must be rubbed into the threads. The sparkplug may need a new gasket and the same remedy may be applied for a leaky valve cap. Be sure to get a gasket of the proper size. Where the cylinder head is removable there is always a possibility of leakage around the gasket. Tighten the bolts near the leak and test again. Such a gasket should be shellacked when applied. Having determined that there are no leaks at the points mentioned,

the valves must next be inspected. Remove the valve caps and the plates covering the valve stems. If the cylinder head is removable it must be taken off. A skilled workman can remove the valves without a special tool, called a valve spring lifter, but the beginner should have one. Be careful not to bend the stem of the valves.

First remove the exhaust valves from the cylinders with weak compression and scrape the carbon from top and stem, using a knife. Do not touch anything metallic to the valve face (the part that touches the valve seat when in position in the cylinder).

If the face is badly sooted or pitted, and shows traces of burning or warping, it must be ground. Apply a thin coating of grinding compound to face of valve and lower it into place. Do not drop it into place, as the emery will spatter and some of it may become embedded in the valve seat. Some valves are slotted for a screwdriver and others require a special tool that comes with the car.

Grind back and forth, spinning the tool between the palms of the hands. Do not grind round and round, but back and forth.

How To Grind Properly

Then lift the valve slightly and lower it into a new position. Grind a short time and lift and turn again, always turning in the same direction. At the end of a few minutes remove the valve and wipe off the face to see how the work is progressing. If any pits remain, or if a bright line does not extend all the way around, the process of grinding must be continued. When finished, all the emery must be removed from the valve and valve seat, because if it gets into the cylinder it will never stop grinding and so will damage the engine. Be very careful of this particular. Then replace all the parts and test compression as before.

Another source of valve trouble is push-rod adjustment. There should be a space of a few thousandths of an inch between push rod and valve stem. If the space is too small the valve will leak compression after it has warmed and expanded. If the space is too wide the valve will not stay open as long as it should. In either case the engine loses power. Adjust the valve clearance in accordance with the manufacturer's instructions, and make sure that the adjustments are properly secured or they will work loose, causing more trouble than before.

Eight Rules For Saving Gasoline

No matter what the car, or what its size, the driver can save gasoline if he will follow the simple suggestions made by a Cadillac engineer. Most of them are a matter of handling the car. Here they are—eight of them:

Carburetor adjustment is of prime importance. A mixture that is too rich or too lean will cause more gasoline to be used in performing a given amount of labor than a correct mixture. But don't attempt to adjust your carburetor unless you know how.

Most cars have what may be termed an economical speed. It ranges from twelve to twenty miles per hour. When you get above that speed the amount of gas used per mile increases.

Anticipate slowing up and stops. Close the throttle and disengage the clutch far enough ahead of the place you want to stop so that very little use of the brakes will be needed. Whenever you use the brake you destroy momentum that has required gasoline to create.

Accelerate gradually. It takes less gas to do that than to reach a fast gait quickly.

Whenever you allow the engine to run with the car standing you are using up gas that doesn't make any showing on your odometer.

See that the brakes are properly adjusted. Tight brakes cause friction and friction takes power, and hence gasoline, to overcome.

Good lubricating oil is also essential to gasoline economy.

Finally, tires should be properly inflated. Soft tires drag and require more power to propel the car, than tires containing correct air pressure.

Concerning Motor Tops, Convertible And Permanent

Considerable discussion regarding the merits of convertible cars has arisen. There are two schools which have arisen among both car users and body manufacturers. One group believes that the convertible car will gradually die out and leave as a result a permanent top design, while the others believe that the convertible style will always remain, owing to the desire of drivers to occasionally operate their cars under the open sky without any top covering.

From an impartial standpoint it would seem that both are, in a measure, correct. There is no doubt that in certain parts of the country, tops are left up all the year around by 90 per cent of the touring car users. This is particularly true of the Middle West, around the lake region, where cars are used almost entirely for business purposes and where rains come up suddenly and frequently during the summer months. In New York City the tendency is much more toward leaving the top down in the summer than it is, for instance, in Detroit, and on the Pacific Coast the tendency is also far greater toward leaving the touring top down, owing to staple weather conditions. For other localities the tendencies are always entirely in accordance with the climatic conditions of the place involved.

When a man has a touring car and leaves his top up altogether, he has not got as satisfactory a vehicle as if he had a permanent top job in which the top is designed to be always up. This is quite natural when it is considered that the top on a touring car is designed to be put up and down and must therefore be of a flexible material and constructed so as to fulfill its purpose. With the permanent top car, such as the sedan, the top is designed to be always in place and is a part of the structure of the body. Since it is always to be up, it can be furnished much more artistically on the inside and can be equipped with such conveniences as dome lights, etc.

Where a car user keeps his top up all winter and down most of the summer, there is little doubt that a convertible would suit him exactly. Thus there does not seem to be really any ground for the arguments which have taken place in engineering meetings and elsewhere regarding the merits of the two types. Both have their particular field and probably both will always exist.

It is natural that with the permanent top type of body where there is no necessary for designing the pillars which hold the top so that they can be folded out of sight, it is quite certain that the pillars can be made smaller and at the same time more rigid. This tends toward lightness, which is one of the growing things desired in all bodies. One of the most gratifying features of the convertible designs is that they now conform to the lines of the car far more closely than was formerly the case. It used to be a simple matter to detect a convertible body as it passed along the street, because it had a rather makeshift appearance and was sort of a compromise between the right design for that particular type of body and the desire to make the car of convertible characteristics.

The interiors and the methods of handling the convertible features of these cars are also far improved. One of the modern types is illustrated herewith. This is a removable pillar type of permanent top design. In other words, it is a key intended for the man who, if he had a touring car,

would always travel with his top up, although he would remove the side curtains. With this style of car, when the side pillars are out, the car is just as open as a touring car with the top up and the side curtains removed.

As will be seen from the series of illustrations, the pillars can be taken out and are placed in a space under the rear seat. In order to provide safe storage for the glass, there is a compartment behind the rear seat where this stands on and where it will be safe from breakage. The compartment for the glass is grooved to hold the glass plates firmly, preventing them from striking one another or from rattle, regardless of how the car may be shaken about due to road inequalities.

Another system toward making this car convenient is that ease of entrance or exit is secured by a lifting arrangement on the right front seat. Any one entering or leaving the rear door can simply push this seat out of the way in the manner shown.

These cars of the sedan type are intended for men who drive their own vehicles. For the man who employs a chauffeur the limousine style still remains popular, and probably will for a number of years. The limousine has the divided glass between the driver and the passengers' compartment. These cars are generally intended for town use and are more a winter car than anything else. For this reason there are heated radiators which secure their heat from either water drawn from the cooling system or, as much more frequently the case, the exhaust gases and pass them through a radiating system in the interior of the car.

One of the essentials on the enclosed type of cars is the double wind shield, which protects the inner wind shield from rain and snow. These windshields have all the conveniences of ventilation and clear vision, but have a double top glass of which the outside can be lifted to act as a peak or shelter protecting the inside glass from the coating of rain or sleet.

The interior fitting of the enclosed type of cars are not nearly as gaudy as they were at one time. This does not imply, however, that they are not as complete, but are rather more simple and artistic. The electrical equipment is particularly complete, including, in the limousines, the step lights, dome lights and reading lights in the rear compartment, together with a small electric autophone, or dictaphone, in which instructions can be given to the chauffeur without raising the voice. A button is simply to be pressed, which throws the dictaphone into electrical contact, and a very significant receiver catches the instructions of the passenger and conveys them to the driver without the necessity, in the old-fashioned cars, of rapping on the window pane between the passenger and the driver and then having him stop the car and turn around to open the rear door to receive his instructions.

On some of the elaborately fitted closed cars speedometers are being installed in the rear compartments as well as the front. This permits the owner to regulate the chauffeur as regards the speed of the car, and also serves as an indication in determining the necessity for increased speed to reach the destination. The extra speedometer has been used to advantage in conjoining motorcycle police that the speed of the vehicle is being carefully watched.

Convertibles are now made up in all sorts of combinations, and for those who are not familiar with the methods of naming the modern bodies it might be a matter of information to know that the suffix "et" or "let" on the end of a body name signifies that it is convertible. For instance, the landulet is a convertible landau; the sedanet is a convertible sedan; the coupelet is a convertible coupe, etc.

Talk of Law to Bar Horses From 'Frisco

Barring of the horse from the streets of San Francisco is the purpose of an ordinance, which, it is understood among motor car dealers, is to be presented to the board of supervisors shortly with the request that it be enacted into law.

Advocates of the measure advance seven arguments in favor of it. They are as follows:

"That it will greatly relieve congestion of traffic in the downtown districts."

"That it will make San Francisco a cleaner, more healthful city and thereby decrease the death rate."

"That it will eliminate the stable and substitute the garage, thereby increasing the value of real estate."

"That it will lower the cost of living by releasing acreage and labor now required for the support of the horse to farming and foodstuffs suitable for human consumption."

"That it will mean less work for

the street cleaning department and therefore less burden for the taxpayer."

"That it will give San Francisco fame as the leader of a movement sure to be taken up sooner or later throughout the world."

"That it will increase wages by creating a demand for highly paid skilled labor—chauffeurs and mechanics—instead of poorly paid unskilled labor—teamsters and hostlers."

Motor Truck Saves \$2.89 Per Soldier

Complete data on the recent motor truck test run between Fort McPherson and Fort Oglethorpe show that the transportation of eighteen soldiers and their equipment was at a saving of \$2.89 a man and at least three hours in time, as compared to special railway train service. The distance was about 130 miles.

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CARE OF THE WATER PUMP IS AN IMPORTANT POINT

Should Be Inspected At Frequent Intervals For A Little Adjustment And Lubrication

When the water pump works properly all is well, but when it fails matters go from bad to worse and a long train of troubles may follow, writes W. H. Stewart, Jr., of the Stewart Auto School. The efficiency of the cooling system depends upon this faithful little device, and upon it also depends the efficiency of the engine. When one fails the other fails. The engine will lose power, the cylinders and rings may become scored, and the pistons may seize, wrecking the crank-shaft and possibly breaking the crank case. Keep a close watch on the water pump. Of course, the foregoing list of troubles will not happen without preliminary warning, so the careful driver must be on the lookout for such symptoms and quick to correct them when they occur.

The best cure for trouble is prevention; therefore, one must give the water pump the required attention and then see that it is doing its work properly. The first detail of care is lubrication. There should be a grease cup on the pump-shaft bearing, since the shaft revolves at a fairly high rate of speed and needs lubrication. If such provision is made on some pumps, as it is considered that the water working into the bearing will lubricate it sufficiently. Grease is used instead of oil because it stays in the bearing better. Oil will run in with the water and be wasted. It will also interfere with the cooling effect and will help to rot the rubber hose at top and bottom of radiator and any rubber gaskets that might be in use.

See That Pump Is Working

Next see that it is working properly. The radiator must be filled and the engine started in order to observe this. Remove cap of filler opening. On most cars the water can be seen returning as it shoots into the top of the radiator with considerable force. But some radiator designers put a baffle-plate in front of the return pipe, which forces the water sideways or down so that it cannot be seen in motion.

Another test must be used here, in fact, may be used on any car having a pump system. It is to hold the hand against the bottom of the radiator. If the bottom is hot the pump is working; if the bottom is cold the pump is not working. Normally the bottom of the radiator should be hot, but not quite as hot as the top. The heat reaching the bottom is due to the action of a pump which draws out the water and so makes room for more water at the top. The hot water entering at the top is continually moving downward making the bottom hot also. If the pump stops working or the radiator and pipes become clogged, the hot water is not drawn down, the draft from the fan cools the water quickly,

ly, and so the bottom of the radiator becomes cold.

It may be questioned why the bottom of the radiator is not always cold, inasmuch as the purpose of the radiator is to cool the water. But this arises from a mistaken idea of the functions of the radiator and the entire cooling system. The purpose is not to cool the engine, but to prevent the engine from overheating. The water leaving the radiator should be still close to boiling point or 212 degrees Fahrenheit. If it gets below 180 degrees, the engine begins to lose power. Thus we see that the radiator merely gets rid of some of the heat—not all of it.

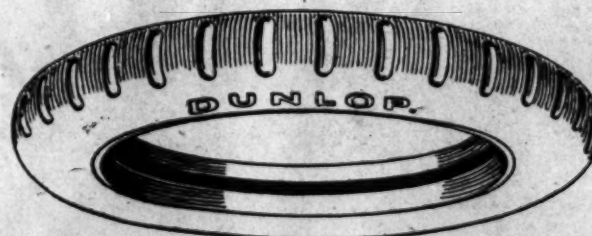
Look For Leaks

"At all times one should be on the lookout for leaks in any part of the cooling system. The usual place on the pump is at the stuffing box. This surrounds the pump shaft and is packed with some soft material to prevent leakage of water from the interior."

"Graphite-asbestos packing is the best, but cotton waste or cloth with some cup grease rubbed into it and rolled into the right shape will do as well. The stuffing box is tightened a little more every time it starts to leak until the packing is all used up. This is shown by the fact that it cannot be tightened any more and it still leaks. It must then be repacked, which is done by unscrewing the cover and putting in as much of the rolled packing as it will hold. Be very careful to tighten it just enough to prevent leaking. If too much force is applied it binds too tightly on the shaft, cutting into it and making it so rough that it chews up any new packing about as fast as it can be replaced."

"If there is a leak around the cover of the pump, or if the cover has been removed, a new gasket should be fitted. This may be made from a piece of thick wrapping paper, but must be applied with shellac in order to hold properly. Rubber gaskets are not advisable on a water pump, since heat disintegrates rubber. A paper gasket is easily made by laying the paper over the surface and marking the outline by drawing the thumb along it. It may then be cut out with the scissors. Another way is to work it out by means of a hammer, but this method would best be learned from a machinist."

"If there is any danger of freezing do not be satisfied by draining the system through the tap at the bottom of the radiator. There should be a drain plug at the bottom of the pump which must also be opened. The pump forms a water-pocket which invites freezing, with consequent bursting of the parts."



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Gasoline Wasted Daily Would Go Far to Aid War

Motorists Figures Show Could Save 1,000,000 Gallons Every Day

Much has been told and published in recent months with regard to the gasoline situation in the United States, says a New York motor expert. A great deal of it has been misleading and untrue. There are sources of information from which can be had at least the production of gasoline in this country (the United States Bureau of Mines), and from this basis it is not a far cry to a reasonable estimate of its various uses, waste, etc.

A careful study of the situation will convince any one that the motor car industry should not suffer because of gasoline scarcity.

The average daily production of gasoline at this time is given as 6,849,000 gallons. Taking the daily production mentioned as a basis to work from, an approximation of the various uses and abuses to which this supply is subjected would be about as follows:

Wasted for various causes	Per cent	Gallons
Commercial cars, daily needs	22	1,500,000
Passenger cars, daily needs	19	1,300,000
Motor boats, stationary and traction engines, cleaning, etc.	29.2	2,000,000
The waste, given as 1,500,000 gallons, itemizes as follows:		
Tank wagon losses and waste at garages	1.1	67,000
Used for washing (unnecessarily)	1.5	108,000
Motors running idle	2.2	150,000
Leaky and poorly adjusted carburetors	4	271,400
Needless use of cars	13	897,400
	21.8	1,493,800

In other words, nearly a quarter of production is wasted.

The war needs are estimated at 950,000 gallons, or 14 per cent of the daily production, as against 1,500,000 gallons, or 22 per cent wastage, leaving a daily balance, over war needs,

of 534,800 gallons, available for other purposes.

All of us have noticed the amount of gasoline spilled from tank wagons in filling gasoline cans, inattention to handling and darning hose in filling underground tanks, etc. Small, you say? Perhaps, but many cases multiply wastage. Who has not seen the waste at garages by the over-running of tanks on cars when filling, the use of unnecessary gas, thoughtfully used in washing, and for the innumerable other reasons the garage owner knows too well.

Add to these the practice of running motors idle, the "shooting" of a cold motor upon starting out in the morning and the practice of speeding up a motor before shutting it off. These practices do not serve and good purpose, and do not do the motor any good. They do waste gasoline.

Consider also, poorly adjusted and leaky carburetors. Certainly it requires no great amount of attention or knowledge to keep a tight gas line or a carburetor in such shape that it will not leak. Thousands of carburetors—yes, tens of thousands—are continually out of adjustment, usually set too rich, wasting gasoline, condemning both the carburetor and its manufacturer through no fault of either.

One of the most glaring abuses in the misuse of gasoline is found in the unnecessary use of motor cars when other methods of locomotion would answer as well; the driving of a few blocks to perform an errand that with equal facility could be done by walking; joy-riding, and the other hundred and one unnecessary uses to which cars are put, with no reason except the desire of the principal party concerned, and without regard to the general welfare. This waste alone, the "needless use of cars," approximating 897,000 gallons, is within 62,000 gallons a day of enough to supply the government war needs of 959,000 gallons. Consider the enormous saving that can be made by using a little care.

The figures given are based on the production and consumption for one year. One year at the rate given would mean a saving of 56,000,000 gallons—almost inconceivable.

NEVER SUCH NEED AS NOW FOR THE MOTOR TRUCK

America Supplying the World with Automotive Transportation Facilities—Military Value Recognized

By H. W. Perry
(Of the National Automobile Chamber of Commerce)

In the present period of national stress the importance of the motor truck is forcing itself on official Washington, on the railroad executives, the express companies, and on merchants and manufacturers throughout the country as never before.

For an army of 1,000,000 men in Europe our War Department requires 50,000 motor vehicles, of which 25,000 will be transport trucks, 2,500 ambulances, 3,000 officers' cars, and 6,500 motor cycles. American factories are working on orders for 30,000 trucks and it is anticipated that many more thousand will be ordered during the coming fiscal year. Forces in the field are dependent on motor trucks for all supplies, food, clothing, ammunition and medical supplies. The injured in battle are removed to hospitals back of the line in motor ambulances.

The power vehicle is as essential to modern military operations as artillery. Every belligerent in the war is using motor trucks to the greatest possible extent. About 300,000 are in use on all the battle fronts. How the London motor omnibuses were rushed to France to carry troops from the coast and later to haul dressed beef for the soldiers; how the battle of the Marne that saved Paris from invasion was won by a flanking movement with 100,000 troops rushed up from behind the French capital in motor buses, taxicabs, and touring cars, and how the defense of Verdun was made possible only by vast supplies of munitions brought up by a steady stream of motor trucks running day and night, are all familiar stories. But the narrative of the less spectacular but no less important service of the motor truck in the present war remains to be told.

Forty-five thousand American motor trucks were shipped to the three principal Entente allied belligerents—England, France, and Russia—during the first three years of the war, the great majority on order by the respective Governments. In the fiscal year immediately preceding the war our exports of trucks to these three countries totaled only 207.

Construction of our sixteen national army cantonments, housing 30,000 to 40,000 men each, in the amazingly short period of three months, was made possible partly by the use of motor trucks for hauling material, building roads, &c.

Aside from the immediate war needs for motor truck service, the country, confronted with transportation requirements exceeding the combined facilities of the American railroads, with their 270,000 miles of tracks and annual freight carrying capacity of 396,000,000 ton-miles, has turned for relief to the 400,000 motor trucks owned and operated by private business and manufacturing concerns. It the short-haul work can be taken off the shoulders of the railways by motor trucks it will greatly reduce the congestion of miscellaneous small shipments in the yards and freight houses of the terminals. This will clear the way for the more important through shipments of foodstuffs, materials for manufacturing, coal munitions and army supplies. It will also release thousands of freight and express cars and hundreds of locomotives and train crews for the long distance hauling

that can be handled only by the railroads.

Motors For Short Haul

The War Industries Board and the Railroads' War Board are now alive to the situation, and are inviting the aid of the motor truck interests to take over all the short haul work possible. Last Fall the British Government decided to impress motor wagons into more extensive use. It called for a census of all steam trucks registered in England and initiated a movement to co-ordinate the operation of such road vehicles with the railroads. It has been proposed in Washington that the railroads be recommended to place an embargo on all shipments of less than carload freight and express from points within about twenty-five miles of the larger cities, forcing such shipments to be handled by motor truck. Although only under tentative consideration at present, such action may be forced at an early date by the increasing pressure on the railroads.

While this would be a radical move, it would only be the extension on a universal scale of work that is being done by motor trucks here and there all over the country. In many of the larger cities there are motor express companies operating fleets of trucks over regular routes to points from ten to forty miles distant. Department stores regularly deliver by motor wagon throughout a territory having a radius of twenty-five miles or more, and innumerable manufacturers and merchants in various lines make shipments by motor truck for distances up to 50 and even 100 miles. It is a regular feature of the business of the moving van companies to move household furniture by motor van any distance desired. There is nothing uncommon in trips of this kind between New York and Boston or New York, Philadelphia, Baltimore and Washington.

There are at least two trucking companies that operate trucks between New York and Philadelphia. One has a fleet of twenty-two five-ton trucks that operate on a daily

schedule between the two cities, a distance of ninety miles. In addition, contracts are taken for special trips to Baltimore, Washington, Harrisburg, Pittsburgh, and to New England cities.

Recently a company was organized in Detroit to operate a fleet of motor trucks with trailers at three-hour intervals daily over the forty-mile route from Detroit to Toledo. Practically all shipments from the rubber factories in Akron, Ohio, to Cleveland are made by motor truck, and one of the rubber tire companies has operated a motor express service with four trucks between Akron and Boston, Mass. The schedule calls for a round trip of 1,500 miles in seven days. The trucks carry finished tires from the factory to the company's Eastern branches and bring back cotton fabric and machinery. This longest regular trucking service has been in operation since last April and will be continued throughout the Winter, weather and road conditions permitting.

Government Recognition

Few people realize as yet the great possibilities of motor trucking. Several Government departments have displayed more enterprise in this direction than the American business man. The Quartermaster's Department, U. S. A., has arranged for delivery of all new trucks for the army by highway from the factories to Atlantic ports for shipment abroad. Thirty thousand of these will be driven over the roads in trains of thirty trucks each, forming regular army truck companies. The trucks will carry full loads of spare parts and supplies. The decision to move the trucks and their cargoes in this way instead of by rail will effect a saving in the use of 17,250 freight cars and 345 locomotives and train crews.

The Post Office Department is fully awake to the possibilities of the motor truck. It has put in operation a motor truck parcels post service between Philadelphia and Baltimore, and has called for bids for similar services between Philadelphia and New York, New York and Hartford, Conn., and Detroit and Toledo. The Postmaster General has recommended the organization of motor truck parcel post service out of all large cities to a distance of fifty miles, with the object of bringing the producer of farm products and the consumer into direct touch, thereby helping to reduce the rising cost of living.

It is easy to foresee the eventual development by the Government of a complete, nation-wide system of inter-city mail and package transmission by motor wagon, which will probably take over and supersede the business of the national express companies.

Co-operative Delivery

The Postmaster General has even expressed a willingness to take over all the delivery work of the retail dry goods merchants in New York City, the proposition being to purchase the delivery equipment of the stores and have the merchants forward all their packages by parcel post. This is simply a variation of the co-operative delivery service that has been developed by private enterprise in dozens of small cities and towns and which has resulted in great economies. An investigation of twenty-one such co-operative services made by the Commercial Economy Board of the Council of National Defense showed that they were operated with 297 men instead of the 659 required by the individual services previously maintained.

The possibilities of transportation by motor truck have hardly been touched. In the network of highways covering the country, the 400,000 motor trucks in service and the hundreds of thousands more that will be produced by American factories within the next two or three years, the United States possesses a transportation resource second only to the great railroad system of the country. The motor trucks now in use are already supplying a yearly service of 6,000,000,000 ton-miles. It is estimated that they hauled 1,200,000,000 tons of merchandise and materials in 1917. The service has been indispensable, as it would have been impossible to do all this hauling and delivery work with horses.

The Men Who Own America's Cars

A list of men who own the four million automobiles that are running in the United States probably would throw into clear relief the varied usefulness of the motor car. Judging by the occupations of the owners, this American invention is an important adjunct to every productive profession, business and employment.

To get a cross-section of its clientele, the Packard Motor Car Company recently analyzed the ownership of 1,500 of its third series Twin Six cars. The result supplies an interesting suggestion of the service in which cars of the first-class are engaged.

Of the number chosen for study, 42 cars are owned by farmers and ranchers, 30 by growers of and dealers in cotton and wool, 12 by breeders of and dealers in livestock. Among 442 manufacturers who own new Twin Sixes are makers of all sorts of products, from farm implements and shoes to silk and ice.

The banker and investor, whose committee meetings and directors' conferences have increased in number with the multiplicity of business concerns since the war began, has shown a decided partiality for the Packard. No less than 325 of these 1,500 third series Twin Sixes have gone to these men of affairs. Fifty of them have been sold to captains of transportation, directing railroad and steamship lines.

Coal and lumber dealers are well represented in the list, each class having bought 60 to 65 of the number studied. Two hundred seventy-four merchants are in this particular list of Packard owners, 37 real estate men, 14 publishers, 116 doctors and lawyers and clerics and artists, 27 public officers, 23 hotel and apartment owners, managers, 21 chemists and 13 engineers.

Rough Usage Big Factor In Motor Development

No problem of the automobile manufacturer has more seriously handicapped—and in its solution more noticeably added to—the efficiency of motor car production than the difficulty of securing materials. So says Frank E. Watts, chief engineer of the Hupp Motor Car Corporation.

Among all of the lines of mechanical manufacture it has remained for the automobile builder most highly to develop the use of special alloys and special metals during the last fifteen years. Of late years automobiles have been the largest users of leather and hair for upholstery; the largest consumers of spring wire. Automobiles have perfected many new electrical devices and improved in innumerable ways all kinds of power developing equipment, such as batteries, generators and coils. Motor cars have led in the development of wear and weather resisting paints and varnishes. In peace times the motor industry was one of the two largest—if not actually the largest user—of chromium steels.

Built For Rough Usage

All of this development of specialized metals was the result of the building of fine mechanism to stand rough usage, with little attention. A locomotive runs on heavy steel rails, laid on a specially prepared roadbed, is driven by an expert engineer, and still spends an average of eight out of every twenty-four hours in the repair shop. An automobile, tremendously lighter in weight, runs over all kinds of roads, and perhaps is handled by an inexperienced driver—often by the veriest amateur, receiving little or no attention—and if it goes to the repair shop for two hours once a month is considered a poor car. This condition of itself resulted in

almost innumerable metallurgical and structural improvements. Into this situation has come the war. The winning of this war is the most important business of the United States. To its winning must be turned, if need be, the full resources of the entire country.

The actual implements of war—heavy guns, machine guns, rifles, bayonets, shells of all kinds, aeroplanes—these are the first requisites of a successful fight. Such tools of war require very much the same metals that go into automobiles. They are, after all, simply fine pieces of machinery. Like the motor car they are submitted to the roughest kind of usage, and while they are handled by experts the time for repairs is usually very slight. War needs, then, immediately began to cut the resources of the automobile industry.

First Step Lighter Weight. It is particularly to meet the war requirements of the country that the Society of Automotive Engineers and the metallurgists and designers of individual companies have bent their efforts to conserve the high speed steels, special metals and other materials which have heretofore been lavishly used by the motor car industry. The first step has been in the direction of lighter weight. The lighter weight car not only requires fewer pounds of actual material for its construction, but it is a greater conservator of gasoline and of tires. In many parts of a car where aluminum was formerly used the use of sheet steel has been perfected; where formerly chromium steel was used with a free hand the automobile industry has perfected the use of steels without chromium. Better made forgings and castings have been developed to take the place of mere bulk of metal.

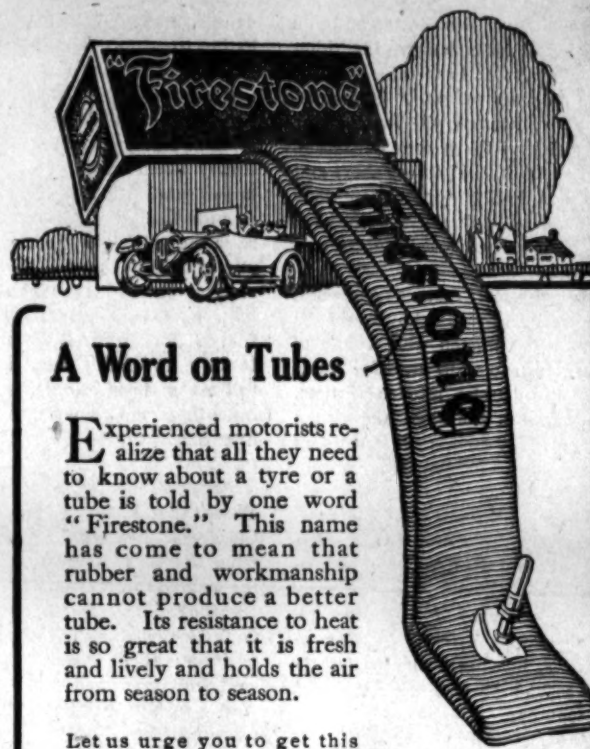
Banging Gear Music To Auto Repair Man

The rasping and banging of automobile gears that one hears on many occasions must be a great source of comfort to the repair man, if he is within earshot. Such driving usually results in the car being eventually housed in the repair shop for new gears, universal joints or something similar.

The man who is gifted with the

art of precise driving can make his getaway without a sound, save that arising sometimes from the gear shift lever striking the gate. This man knows at just what speed his engine should run and just the correct amount of time he must wait before he makes his shifts.

Most drivers are in too big a hurry to shift; we do not give the clutch shaft sufficient time to slow down, and the result is that the gears clash or in some instances cannot be changed at all.



A Word on Tubes

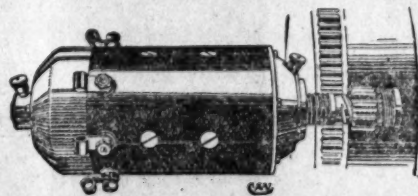
Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

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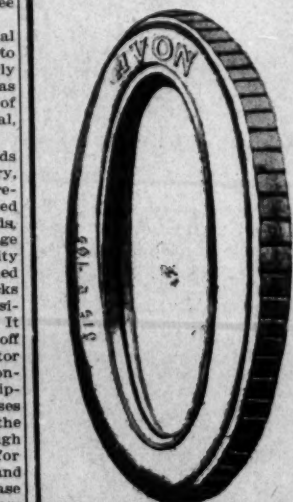
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Health. Beauty And The Home

Exercises That Will Keep You Young

By Mme. Lina Cavalieri, the Most Famous Living Beauty

If your figure lacks grace and you feel you look dumpy, the thing for you to do is to take exercise to reduce your weight. "If you reduce your hips you will look taller" is an axiom of the beauty culturists. So set about it. If you are short and thin, then hasten to broaden your shoulders, expand and inflate your lungs; draw back your elbows and breathe deeply.

Take physical culture exercises, all you short girls who would be tall, and you women who would be young; learn to walk gracefully and train your muscles into suppleness. Take walks in the open air with a light, buoyant step, your shoulders thrown back, and breathe deeply through your nose.

Then, in addition, take some exercises in your room every night. Lie down flat and stretch your feet as far as possible above you. Put your hands under your head and draw the legs up slowly, without bending at the knees, holding them in the air for a second or two with the feet close together.

If the floor is too hard and uncomfortable, then lie flat on your back on a hard mattress. Plant the palms downward straight at the sides, but do not grip the ticking with them. Now draw the legs up slowly, bending at the knees, and holding the knees in the air and heels close to the body. Next, with a quick, sudden movement, thrust the legs out straight and flat, the toes stretched as far as possible and pointing down.

This brings into play every muscle from the knee to the tip of the toes and sets the limbs tingling. Draw up slowly, counting seven and inhaling; hold this position through seven

counts, and again thrust down, exhaling through the mouth. Rest four counts and repeat.

Once more lie flat on the back, heels and balls of the feet together, arms at sides, palms down. Breathe slowly seven times. Now, with the upper part of the trunk or the shoulders rigidly flat on the bed, raise the middle of the trunk, generally known as the waist line, by the muscles of the hips. Inhale as you lift, counting seven; exhale as you fall. Next inhale deeply and lift the lower part of the trunk and let it fall many times in quick succession, repeating the movement perhaps five times while inhaling a single time.

Reverse the exercise described above; that is, let the lower part of the trunk rest on the bed and lift from the waist line up by means of the muscles of the shoulder blades. Use the same method of counting, inhaling while counting seven; hold the position, then lower the trunk, counting seven, and exhaling. Then work rapidly, with five quick uplifts to each breath.

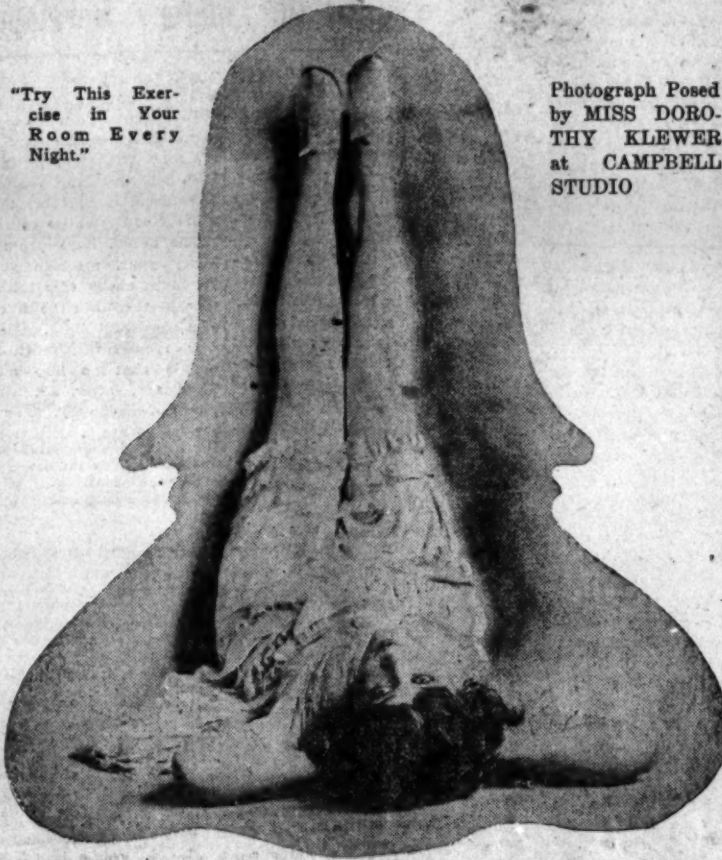
You should watch your figure carefully—and to do this satisfactorily you need a full-length mirror, then decide frankly what are its flaws and how to rid yourself of them. Perhaps you have a disfiguring roll of superfluous fat that accumulates just below the back of the neck, sometimes even before the age of thirty.

This unsightly blemish can be removed by several methods. First, throw away your pillow and sleep at night with your head and feet on a level. Form the habit of standing very erect. Stretch your arms sideways and on a level with your shoulders and twirl them rapidly backward. There are also prepara-

tions that can be used to advantage if applied outwardly.

If your limbs are too heavy, then once again I would advise you to walk much. This will reduce the bulk of the fat and make the muscles solid. If your hips are too large, then massage and exercise are your only hope. Keep it up until fatigue warns you to stop. Never exercise to the point of exhaustion, but only until you are pleasantly weary.

"Try This Exercise in Your Room Every Night."



Photograph Posed by MISS DOROTHY KEWER at CAMPBELL STUDIO

Beauty Questions Answered

MY face is too fat. Is there any safe way of reducing it?—D. T.

You should massage your cheeks from the mouth upward and outward, using this simple cream, which has a slightly astringent quality:

Almond milk 1 1/2 ounces
Rose water 6 ounces
Alum 60 grains
You might also wear a chin bandage moistened with this lotion:
Iodide of potassium 30 grains
Distilled water 1 pint

TWO corns are troubling me, one on each foot. I do not wear a tight shoe. What is the best way to remove them?—ANITA H.

Soak the feet from fifteen to twenty minutes in warm water, softened by a few drops of violet ammonia or of benzoin. Bind a slice of lemon on the toes that have corns, tying the lemon on securely with a piece of white muslin. The corns should then be loose enough to rub off by a little gentle friction with a towel. Don't let me beg of you, ever use your finger nails to extract a corn, no matter what the temptation. If you do you may do it ninety-eight times out of a hundred, but the ninety-ninth, and last time, blood poisoning will result. If the corns do not respond to this simple treatment then apply the following lotion:

Collodion 1 ounce
Borate of sodium 1 dram
Fluid extract of Cannabis Indica 1 scruple

NO matter how often I press the blackheads out of my face they always come back. Is there anything I can do to prevent this?—DORA K.

It would be much better if you did not press these acne eruptions out of your skin, except when absolutely unavoidable, because this is likely to leave large and unsightly holes in your face. Your pores will become permanently enlarged. Instead apply hot water and then rub this lotion into the skin with firm fingers:
Liquid ammonia 10 drops
Soft soap 1 ounce
Ether 1/2 dram

WILL you tell me of something that will make my complexion baby-like and yet prove beneficial to the skin?—VIOLET E.

This I can recommend especially for a delicate skin. If you will keep your face thoroughly cleansed every night before using it I can assure you that your skin ought to rival an infant's, provided you keep your general health up to a high standard:

Almond oil 3 ounces
White wax 5 drams
Spermaceti 5 drams
Oil of bitter almonds 10 drops
Elder flower water 3 ounces
Witch hazel 1 ounce
Oil of rose geranium 11 drops

MY upper lip is getting wrinkled, and, because of an operation I had, the ether has enlarged the pores of my face. What should I do?—M. J. E. B.

Your upper lip should be massaged daily with the first two fingers of each hand. Use a rotary motion, rubbing upward and outward, after applying the following cream:

Olive oil 2 ounces
White wax 1 ounce
Spermaceti 1 ounce
Lanolin 1 ounce
Sweet almond oil 2 ounces
Orange flower water 1 ounce

For your enlarged pores use this astringent lotion faithfully for several weeks:

Rose water 3 ounces
Elder flower water 1 ounce
Tinct. benzoin 1/4 ounce
Tannic acid 1 dram

WHAT can I do to prevent my hair falling out?—M. J. E. B.

Try shampooing once a week for several months with warm water and castile soap, afterward applying a few drops of olive oil, which should be thoroughly massaged into the scalp. Your general physical condition should also be looked after and built up, but if you will keep the scalp in good condition, that is, cool, clean and moist, the trouble will soon stop. Apply this tonic as often as you think it is needed:

Tinct. of cantharides (alcoholic) 1 ounce
Spirits of rosemary 1/2 ounce
Rose water 3 ounces
Aromatic vinegar 1/2 ounce

CAN you recommend a cream that will build up flesh? I am so thin that my husband says I look like a bag of bones.—MRS. BURTON W.

You should, of course, look to your diet first of all. You must not expect that a cold cream can add any appreciable fat to your bones. I will give you the formula for one, with pleasure, but unless you take plenty of milk, eggs, butter, olive oil and other fattening food-stuffs it would be practically useless. Use the cream alone and expect any worth-while results. The following cream is an excellent builder of flesh and is used quite extensively abroad:

Lard 50 grams
Alcohol, 95 per cent. 10 grams
Oil of rosemary 6 drops
Oil of bergamot or orange. 6 drops

Why Housewives Must Learn to Do With Less Flour

FORTUNATELY, we haven't yet come to paying thirty dollars a barrel for our flour and, thanks to the activities of our Federal Food Control Board, it is not likely that we ever will. But only the American housewife who is thoroughly well-informed on the reasons for the present shortage of certain food commodities is in a position to appreciate what the Food Board is doing for us in preventing such conditions, especially during the wartime stringency that is upon us.

And it is her co-operation that is most needed in the trying situation that confronts us to-day. She knows that the production of food has been cut down practically one-half since the outbreak of the war. Furthermore, the United States is the nation that is called upon to make up for this deficiency. That our allies should be fed is just as important in the winning of this war as that we ourselves should have food. We have been asked to send 90,000,000 bush-

els of wheat to Europe before the next wheat crop comes in.

We can do it, but every housewife must put it on her calendar that it is nothing less than a patriotic necessity to use as little flour as she can. There must be no more pastries, puddings or pies. Plain war bread and simple rice or wholesome junket desserts should be the order of the day in all households.

Nor must there be any unreasonable profits wrung from the people's need, and none of our fighting forces must go hungry. More than that, declares Arthur Williams, the Federal Food Administrator of New York City, there must be no underfeeding of the people at home, because underfeeding would mean impairment of the physique of the future generation of Americans.

Consequently, the saving of food is the main objective in the organization of the various food boards in every city. This does not always mean a question of price, but it does involve the exercise of the most careful thought and planning in the selection of food. It means the elimination of all waste and the faithful use of suggested substitutes for the richer and more expensive foods.

We are assured, however, that this present shortage of flour, sugar, coal and other necessities is but a temporary one. There is an abundant supply of all these things right where the Government is able to requisition them. So when our railroads are once more running smoothly, they will be released immediately and the worst of our hardships will be over, unless the war should be unduly prolonged. In such a case conservation, even more than ever, must be the watchword of the household.

Meanwhile, every housewife should take pride in serving corn muffins instead of wheat bread, and she should buy fish and poultry in preference to beef, pork or mutton. In short, she must learn to bear the hardships that are forced upon her with the best and most cheerful smile she has. Such smiles will do more to win the war than anything else. And it takes real courage to smile under such conditions as these.

Moreover, every housewife should take pride in serving corn muffins instead of wheat bread, and she should buy fish and poultry in preference to beef, pork or mutton. In short, she must learn to bear the hardships that are forced upon her with the best and most cheerful smile she has. Such smiles will do more to win the war than anything else. And it takes real courage to smile under such conditions as these.

Getting Acquainted with Buckwheat

NEVER in the history of our country has the utilization of all our food products been more necessary than it is to-day. Especially true is this of flour. American housewives, who have been accustomed to using white flour almost exclusively, felt a keen sense of deprivation when the supply was curtailed. But they hastened to find satisfactory substitutes, with the hope that soon the normal supply of white flour would be available. Now they learn that they must face an even greater shortage, and there is but one thing for them to do—make the best of it.

Nevertheless, it is their business to see that the family table is well supplied with attractively prepared, nourishing food, the greatest and most important of which is bread—literally the staff of life.

And while much has been learned

of the uses and combinations of many hitherto unfamiliar cereal grains little has been said about buckwheat. True, it is famous as our national pancake ingredient, but, except in that capacity, it is scarcely used at all.

Dorothy Marsh has made some interesting experiments, the results of which she gives in Good Housekeeping Magazine for February. She says this cereal has a remarkably high nutritive value and can be readily made into many delectable dishes.

Buckwheat comes in various forms, the most convenient being flour or grits. The latter may easily be made into meal by a small hand-mill. The flour can be used satisfactorily in any recipe where wheat flour is used with only a very slight change in flavor and texture. Buckwheat cakes and

cookies, are especially delicious. In making bread, half buckwheat and half wheat flour should be used, owing to the small amount of gluten in the buckwheat.

This flour has been used in Russia, in China and in Japan from time immemorial. In Europe it has been used chiefly by the lower classes, who know best how to buy foodstuffs for their nutritive value. It now remains for the American housewife to find a place for it on her daily menu, especially as the buckwheat crop of 1917 has far surpassed all previous records. It is nourishing and it is economical. What more need buckwheat have to climb into general favor? It must be "tasty," you say. Oh, well, it is that. But, like everything else, it depends upon the individual skill of the housekeeper to bring it out.

What the Doctor Advises

HOW should warts be removed?—B. K.

They may be removed by the knife and the bases cauterized, or by repeated application of the following:
Salicylic acid 1/2 dram
Collodion 1 ounce

FOR the past five months I have had trouble with my digestive organs, the symptoms being coated tongue, heavy feeling in the pit of the stomach, excessive gas formation, partial return of the food taken, fatigue, loss of ambition and pains in the back, arms and legs. I weigh 150 pounds and am five feet eight and a quarter inches in height.—A. T. J.

Your trouble appears to be chronic gastric catarrh, but you should have the contents of the stomach examined after a test meal. Your physician will advise you about this. Your teeth must be put in good repair. You must not overeat or take large quantities of water during meals. No alcohol, tea or coffee must be used. An exclusive milk diet works well in some cases. The diet in general may include boiled, baked or grilled beef and mutton; chicken, sweetbread, boiled fish; oysters; soft-boiled or poached eggs; stale bread, fresh butter, baked potato, young string beans, small peas, spinach, celery, well cooked cereals and junket. Cleanse the stomach a half hour before breakfast by sipping slowly a glass of hot water in which has been dissolved half a teaspoonful of the bicarbonate of soda. Also take before each meal a ten grain powder of the subgallate of bismuth.

I AM troubled greatly by gas in my stomach; it is hard to raise and consequently I am most uncomfortable. My appetite is good and I sleep well. Age twenty-five. Do you think soda or magnesia would do me any good?—H. S.

Eliminate from the diet sweets, starchy foods, pastry, cake, crackers, bread and thickened soups and gravies; do not eat anything that has been fried; have any dental defects corrected; take a teaspoonful of the elixir of cascara sagrada at bedtime, for its laxative effect; also take a quarter of a teaspoonful of the following powder an hour before meals:
Oxide of magnesium 2 drams
Bicarbonate of soda 2 drams
Subnitrate of bismuth 2 drams

WHAT should a man of fifty-eight, in poor general health, do for brown spots on the body, which deepen in hue when exposed to sunlight?—O. V.

The spots are chlorosis or tinea versicolor. Apply thoroughly ointment of ammoniated mercury. If refractory, try tincture of iodine on small areas at a time.

IS there any danger of tuberculosis resulting from chronic bronchitis? Most of my relatives have died of consumption and I am greatly worried on account of the persistence of my bronchitis.—K. T.

Catarrhal diseases of the respiratory organs favor infection by tuberculosis. This is especially true where a bronchitis has been brought about by the breathing of irritating dusts in certain occupations. Have your physician examine you carefully. The mere fact that your relatives have died of tuberculosis has little bearing upon your case unless you were exposed to infection by them while living, or unless you derived bad hygienic or dietetic habits from them. These things would hold good of any tuberculous cases with which you might happen to be closely associated, whether relatives or not. If your relatives were careful about destroying their sputum before they died, and if you copied none of the habits which caused their tuberculosis, you do not have to worry on their score, even if you lived with them.

I HAVE congestive pains in the head, spots before the eyes, discomfort in the region of the left kidney, weakness and trembling of the arms and legs, palpitation of the heart, suffocative feelings at times, chronic tonsillitis and enlarged glands in the neck. What do you think about these symptoms?—J. B. H.

There may be an infection of the kidneys by organisms derived from the diseased tonsils. All your symptoms point to that conclusion. An examination of the kidney secretion is imperative. It will probably be necessary completely to remove your tonsils. If your condition is such as to make such a measure safe, it will then probably be possible to clear up the kidney trouble by medical treatment.

MY two-months-old baby rejects her milk promptly after nursing, and yet she does not seem to be sick or losing weight. I have tried giving her lime water with no result.—M. N. D.

Nurse the child every two hours during the day and every three hours at night. Her trouble is probably due to irregular and too prolonged feedings and possibly to the taking of too much fluid like tea by yourself.

I OFTEN notice, especially after retiring at night, a low ringing noise in my head or ears, which suddenly changes to a sound like the ringing of sleigh bells and continues until I go to sleep. If I awaken during the night the sound returns. What is this and how can I remedy it?—S. H. J.

Your trouble is known as tinnitus. There may be hardened wax in the ears or some disease of the middle ear, probably of a catarrhal nature. Anemia or neurasthenia may also be a cause, or may be aggravating other causes. It would be well for you to spray the nostrils twice a day with Dobell's solution. Never blow the nose forcibly; hold the handkerchief close to the nose when blowing it, but do not compress either nostril or close the mouth. If anemic and neurasthenic take the following medicine:

Compound elixir of the glycerophosphates (national formula) 6 ounces
Two teaspoonfuls after meals, in water.

I SUFFER from severe headaches which last three or four days and make me awfully nervous and cranky. Physicians have told me that they are due to anemia. How can I improve my blood?—C. Z.

An examination of the kidney secretion should be made in all cases of persistent headache. Eystestrin should also be taken into consideration. Nasal catarrh and neurasthenia are other common causes. The abuse of tea and coffee is another factor. If anemia is the cause you need fresh air, sunlight, open-air exercise, nourishing food, laxatives and iron. Take three Bland's pills after each meal. Do not take any of the so-called headache cures.